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FIRE ON J.C.J.L. STEAMER.

OUTBREAK OCCURS IN HARBOUR.

SMART WORK BY THE FIRE BRIGADE.

SMOKE HELMETS USED.

Fire broke out on the Dutch steamer Tjikembang, lying in the harbour, shortly after six o'clock this morning, but the prompt action of the Hongkong Fire Brigade prevented serious damage. As it is, the cargo in the tween deck of the after hold is badly damaged, but it is not thought that the ship itself has suffered any material damage.

The Tjikembang was due to sail to-day for Amoy, Shanghai and Keelung, but the fire on board this morning will delay sailing, although to what extent is not known at the moment.

The cargo in the after hold consisted of sugar and flour, some of this being loaded yesterday. The only theory advanced at the present time is that a careless coolie dropped a match or cigarette during the loading process and this resulted in the cargo catching fire.

The Alarm Given.

It seems that the flour and sugar smouldered for some time before there was any indication that there was a fire on board the ship. Smoke was first noticed this morning filtering through the hatches, and prompt action was taken to ensure the immediate presence of Hongkong's fire-fighting complement. Signals were sent out and the alarm was given to the Central Fire Brigade at 6.12 a.m. by a European police sergeant.

The No. 3 fire float was sent immediately with a complement of officers and twelve men. When the Brigade arrived at the Tjikembang, the clouds of smoke were so dense that it seemed as if there was a serious fire in the hold, and the No. 1 fire float was consequently sent for. This attended under Sub-Officer B.C.J. Buckridge, the other European officers being Superintendent H. T. Brooks, Station Officer Moss and Sub-Officer J. W. Woolford.

Smoke Helmets In Use.

Dense clouds of smoke rolled from the tween deck and this considerably hampered the firemen in their attempts to get at the heart of the smouldering mass of sugar and flour.

At first an attempt was made to get down the hatches, but although the firemen used smoke helmets they were unable to get down far enough for the hose to be used with much effect.

Firemen went down time and time again, but it was eventually decided to flood the bottom hold and the tween deck and thus thoroughly soak the smouldering cargo.

Cargo Damaged.

Ten four-inch deliveries were got to work from the two fire floats and by flooding the bottom holds the fire was extinguished.

From the moment the Brigade arrived it was obvious from the dense clouds of smoke that some considerable amount of cargo was smouldering, but owing to the inaccessibility of the fire it is impossible to say at the moment how much cargo has been ruined by fire. A large quantity has, of course, suffered from smoke and water and it would appear necessary to unload from the holds involved before the ship can sail.

The No. 1 fire float was able to return to her wharf about nine o'clock and the other float was withdrawn about ten o'clock, the fire having then been completely extinguished.

After the arrival of the Brigade, there was never a danger of the fire spreading to other parts of the ship, but if the inflammable cargo of sugar had smouldered indefinitely, flames might have appeared which would have menaced the ship.

(Continued on Page 18.)

WAR PREPARATIONS DEVELOP.

NANKING GATHERING FORCES FOR PEKING DRIVE.

CROSSING YANGTZE.

Shanghai, Mar. 30.
The preparations for the general offensive against Peking and the Fengtien party, by the Nationalists, are taking definite shape.

The Military Council has ordered the management of the Hankow terminus of the Hankow-Peking railway line to prepare three hundred vehicles for the transport of troops from Hankow to the North.

Wuhu, Mar. 30.
Troops totalling 6,000 men have left here for Pukow from which place they will go to Pengpu.—*Naval Wireless.*

Nanking, Mar. 30.
Over 10,000 troops have crossed to Pukow in the past day or two.—*Naval Wireless.*

Changsha, Mar. 30.
The situation here is quiet but bandits and Communists are causing the country in eastern Hunan to be disturbed.—*Naval Wireless.*

NEW AIR ENDURANCE RECORD.

AMERICANS IN AIR FOR OVER TWO DAYS.

New York, Mar. 30.
A new endurance record in the air has been established at Jacksonville Beach, Florida, by the aviators Mr. Eddie Stinson, and Captain George Haldeman.

The former record of 52 hours 23 minutes set by the German aviators, Ristich and Edzard, was beaten by 72 minutes, the Americans remaining aloft for 53 hours 35 minutes.

Stinson is the manufacturer of the aeroplane in which the record was made, while Haldeman was the pilot of the machine which started a Transatlantic flight with Miss Ruth Elder on board, when they landed in the sea and were rescued by a steamer.—*Reuter's American Service.*

EXCITING ARGENTINE ELECTIONS.

FOUR KILLED IN POLITICAL CLASHES.

Buenos Aires, Mar. 30.
The country is excited on the eve of the Presidential election which takes place on April 1st.

Four were killed and several injured in a clash of political opponents in the Province of Entre Rios and Mendoza. Troops will be confined to barracks to-morrow.—*Reuter's American Service.*

MR. BERTRAM GILES' FUNERAL.

SIR AUSTEN CHAMBERLAIN'S SYMPATHY.

London, Mar. 30.
Sir Austen Chamberlain was represented and sent a wreath at the funeral of Mr. Bertram Giles, the ex-Consul-General at Nanking, who died early this week.—*Reuter.*

ARBITRATION TREATY.

AMERICA SUBMITS ONE TO HOLLAND.

Washington, Mar. 30.
The State Department has submitted to Holland a draft of an arbitration treaty similar to that concluded with France.—*Reuter's American Service.*

SIR ALAN COBHAM.

London, Mar. 30.
Sir Alan Cobham reached Cape Town this morning, thus completing the outward half of his flight over Africa.—*British Wireless.*

GRAND NATIONAL THRILLS.

MOST SENSATIONAL RACE EVER.

HUGE COSMOPOLITAN CROWD SEES 'GREAT CLASSIC.'

ONLY TWO IN 42 FINISH

London, Mar. 30.
One of the most thrilling and most sensational races ever witnessed at Aintree resulted in the Grand National Steeplechase to-day. The record field of 42 met with disaster after disaster and only two finished the course, the result being:

Mr. Kenyon's Tipperary Tim (Dutton) 1
Mr. Howard Bruce's Billy Barton 2

The winner figured in the betting at 100/1, while the second was 33/1.

A huge cosmopolitan crowd saw the amazing race, including the King and Queen of Afghanistan, and thousands of Americans, some of whom phoned direct to America the news of the American horse.

COLOSSAL AIR SPEED RECORD.

Italian Achieves Over 318 Miles An Hour.

BEATS OWN RECORDS.

Rome, Mar. 30.
The Italian aviator, Major De Bernardi, flying in a Macchi seaplane with a Fiat engine, claims to have established a new world's speed record of 612 1/2 kilometres an hour over a three kilometre course at the Lido.

The flight was officially witnessed and if the speed is accepted, he defeats his own previous record of 475.29 kilometres.

The new record is equivalent to approximately 318.6 miles per hour.—*Reuter.*

Billy Barton, who fell at the last fence when leading, but was remounted, and gained second place. The going was heavy.

Bookmakers' Luck.

At one of the obstacles, two dozen horses were held up owing to loose horses dashing to and fro in front of the fence, but fortunately there were no casualties.

Following the Lincolnshire Handicap, the result was a wonderful turn-up for the bookmakers, but there was at least one happy backer in London, who coupled the winners of the two Classics at 21/00 to half-a-crown.

In addition to sending thousands of words of description of the sensational race by wireless telephone, the American did the Grand National in sumptuous style.

American Invasion.

It is estimated that no fewer than 10,000 Americans have come to England to witness the Grand National and the Varsity Boat Race. Many of them were on special trips which only permitted a few hours' stay in England.

The Mersey was full of luxurious liners which served as hotels for a great many.

A new air-service was inaugurated at Croydon, from Croydon to Aintree and return, a distance of 400 miles at £8 per trip. Five huge planes were placed on the service, and departed from London at 10 a.m., re-arriving at Croydon at 6.15 p.m.

Dutton, the rider of the winner, is a young Chester solicitor.—*Reuter.*

PRINCE HENRY'S TITLES.

London, Mar. 30.
The King has bestowed on Prince Henry the dignities of Baron Culoden, Earl of Ulster and Duke of Gloucester.—*Reuter.*

BRITISH EXTERNAL TELEGRAPHS.

AMERICAN ATTEMPT TO GAIN CONTROL.

MARCONI DISCLOSURES

London, Mar. 30.
At the annual meeting of the Marconi International Marine Communication Company, Mr. Kellaway, president, said Signor Marconi had been advised to spend a few weeks in Italy to complete his recovery from his illness, which had been more serious than was generally known. Signor Marconi was now on his yacht working on a line of research which promised to be as sensational in its effects on telegraphic communication over distances of a thousand to two thousand miles as his development of the beam system over the greatest distances.

Referring to the cable and wireless merger negotiations Mr. Kellaway argued it was imperative and of Imperial necessity that external British telegraphs should be operated as one unit.

He pointed out that these were now in the hands of six different authorities at least, lacking a common coherent policy.

Mr. Kellaway also disclosed that in the past year had seriously advanced the proposition that they should operate the whole of the British internal and external telegraphs and telephones through a company to be formed in Great Britain.—*Reuter.*

SETTLING AN OLD SQUABBLE.

THE POLISH-LITHUANIAN CONFERENCE.

Berlin, Mar. 30.
In fulfilment of the League Council's recommendations in December that Poland and Lithuania should negotiate with a view to the establishment of favourable relations, a conference opened to-day at Koensberg.

The leader of the Polish delegation is the Foreign Minister, M. Zaleski, while the Lithuanians are headed by the Prime Minister, M. Valdemaras.

The chief point of discussion will be the ticklish Vilna problem, which is, it is thought, likely to cause difficulties. The question of the resumption of the postal, telegraphic and railway services, and the regulation of frontier traffic and shipping on the Nijmen are also vital concerns.—*Reuter.*

JUNK DISASTER.

FEARED LOSS OF TEN LIVES.

A Chinese named Lo Keung has reported to the police at Cheung Chau that he fears that ten lives were lost in a junk mishap which occurred in Chinese waters, near Lap Sap Mei, on Monday.

According to his report, a junk, of 1,000 piculs capacity, loaded with a cargo of hay, struck a rock off Yeung Kwong and sank. The junk carried a crew of ten besides the master and when the boat sank, Lo Keung, one of the crew, hung on to a tub in which he drifted for about an hour. He was eventually picked up by a small fishing junk and taken to Cheung Chau.

The mishap occurred during the night, and the report states that nothing has since been heard of the master or the remainder of the crew.

HONOUR FOR CAPTAIN HINKLER.

HONORARY COMMISSION AS SQUADRON LEADER.

London, Mar. 30.
The Australian Federal Government has conferred, on Captain Bert Hinkler, an honorary commission as Squadron Leader in the Royal Australian Air Force in recognition of his skill and intrepidity in his recent flight from England.—*British Wireless.*

COMPULSORY LEVY ON RUBBER.

MIXED RECEPTION TO NEW MEASURE.

BIG FIRMS WILLING TO ASSIST RESEARCH ASSOCIATION.

IMPORTANT PRINCIPLE

London, Mar. 30.
The second reading of the Rubber Industry Bill, which provides for contributions of £15,000 yearly to the Rubber Research Association, was moved by Mr. R. Waddington (Conservative) in the House of Commons to-day.

The Association which had a laboratory at Croydon was a highly necessary institution and required funds. The contributions suggested were on the basis of 1/25th of a penny per pound of rubber used in manufacturing processes.

Out of 122 firms in the trade, 95 were in favour of the Bill, while those opposing represented 1 per cent. of the capital in the industry.

The principle of the contributions was the same as that of the maintenance of the Empire Cotton-growing Corporation where there was an obligatory levy. The cotton levy had produced £90,000 yearly whereas the rubber levy would produce £15,000. Some members objected to the compulsory nature of the levy.—*British Wireless.*

Bill Dangerous.

Mr. C. Atkinson, K.C. (Cons.) moved the rejection of the Bill, describing it as dangerous. If the Bill passed through the House, attempts would undoubtedly be made to extend the principle to other industries.

Brig. Gen. Makins (Cons.) also opposing asked whether this was the beginning of the taxation of raw materials.

Sir Philip Cunliffe Listler, President of the Board of Trade, said the Government favoured the principle of the Bill which was supported by eighty per cent. of the industry. He considered that matters of detail could be settled in committee.

The second reading was passed by 104 votes to 52.

Premier's Statement.

The Government to-day sought the advice of, and will act on the suggestions of, the Stock Exchange and Rubber Trade Association as best qualified to represent City opinion regarding the most favourable time for Mr. Stanley Baldwin to deliver his promised statement in the Commons on April 4th, so as to avoid embarrassment in the London market and not to be advantageous to New York.

The Premier will make his statement before the close of operations in London and before the opening of the New York Market.—*Reuter.*

BANDITS CAPTURE HAICHOW.

FENGTIEN ARMY MOVING TO RELEASE.

Shanghai, Mar. 30.
According to reliable reports, 3,000 bandits, believed to be operating in liaison with the Chihli-Shantung forces, captured Haichow on the 26th instant.

General Chen Tiao-yung's Army, from Tsingkiangpu, is now making for the captured city.—*Reuter.*

[Haichow is in Kiangsu Province, on the coast between Shanghai and Tsingtao, not far from the old mouth of the Yellow River. It has lately figured prominently in the news by reason of numerous piracies in its vicinity.]

ABOLITION OF LIKIN OPPOSED.

INFLUENTIAL GENERAL PROTESTS.

Shanghai, Mar. 30.
General Chu Yu-pu, Civil and Military Governor of Chihli, and one of the most influential of the Fengtien leaders has, it is alleged, announced officially his protest against the abolition of *likin* on the ground that he needs large sums for the maintenance of his troops.

Bulls and Inners

From the Office Butts.

These South China pirates appear to have resumed their policy of the high seize.

The *Telegraph* recently had an article on the charm of Cowes. McWhirter says that is nothing to the charm of really good Bulls.

With reference to a local woman's page, if step-ins are made of silk, it appears they may still be sat-in.

The principal causes of amnesia seem to be a blow on the head and a subpoena to appear in Court as a witness.

"Reader:"—There are various humour tests, but the latest laughter maker has been invented same we should advise against by an Englishman. It is a machine which can be placed in the drawing room. A knob when actuated releases mechanism which upsets a bucket of treacle into the head, squirts soot through goat, a nozzle down the back. Simultaneously, a small canister of gun-powder is ignited, and blows your boots off.

A boxing expert says Tunney should have at least one fight a month to keep him fit. What about getting married?

With another motor road in Kowloon, it is anticipated life insurance premiums will increase shortly.

The reported discovery of a minnow which will play havoc with mosquitoes is probably not so fishy as it sounds.

If we get many more Directors in the Government service, there won't be anybody left to direct.

Looks like a fifty-fifty proposition—the trucks wear out the roads, then the roads wear out the trucks.

Judged by what he does, the cockroach seems to be related to the bookworm.

This proposal for reorganising the sanitary and medical services strikes us as a healthy idea.

Looks as if the latest Nicaragua election will be won by a couple of regiments of marines.

The lid appears to be coming off the Teapot Dome scandal.

With some youthful motorists hugging the road is secondary.

Mining News:—The Morrison Hill Company has struck a new vein at the 146th Level. It assays three ounces of dirt per ton.

A party of Kalinga head-hunters recently went to call on Governor-General Stimson in Manila, but fortunately he was out.

The Talpo Residents' Association is, we understand, clamouring for a new Lunatic Asylum in Manila, but fortunately the district is normal.

It may be merely a coincidence, but isn't it curious that the appearance of these Poo On herbs has been followed by a distinct relief from business depression?

The silk stores are conducting a Resolute sales campaign as their profits have been fleeing the past few days.

Great Oaks from little acorns. The opinion that Mussolini is grow—but when it comes to the only the second biggest man in the world to Lindbergh's first, expressed by a Yale vote, has prompted the Signor to reply "The Duke, he is!"

In spite of all the obstacles placed in his way, we do not suppose the German trans-Atlantic confederate has Koell feet.

With the weather we had, those sight-seeing tourists needed to be Resolute.

A tiny tiger has been found on a local hillside. It must be the German trans-Atlantic confederate released when the St. David's Society held its last celebration.



Specialist: "Your hearing is better and the cure is complete."
Patient: "What did you say?"
Specialist: "Your hearing is better and my fee is fifteen guineas."
Patient: "How much?"
Specialist: "Fifty guineas!"
Patient: "At top of his voice?"
Specialist: "Yes!"

This is not an advertisement, but did it ever occur to you that cotton stockings may be best in the long run?

The share market has been cavorting around right smart lately. That's one of the reasons why gentlemen prefer bonds.

"When will women receive men's salary?" asks a writer. Out here, about the end of the month.

Bombs are being used by the sympathisers of Mayor Thompson in Chicago. Appropriately, they go off with a lot of noise and little damage.

Says MacWhirter "When a magistrate gets a pair of white gloves, the Police have to run the ruddy gauntlet."

The Botanical Department has taken over the New Territory tiger because several previous finds have been "plants."

"On your toes" at the Queen's Theatre was particularly attractive to Kowloon bus travellers who know the rush hours.

Mr. Lindell gave an "old friend" of the Court nine months and 15 strokes. The prisoner is understood to have lost all faith in his friends.

Officials are often tactless. A Municipality at Rome has asked a prominent golfer to perform a sod-cutting ceremony.

By the new Ordinance, Chinese temple-keepers may get their jobs by tender. But it'll be tough if they don't.

Jack Johnson, the negro champion boxer, recently preached a sermon. We hear the congregation was deeply impressed by his religious right.

Aviators are seldom worried by the cost—it's the upkeep.

According to latest advices, an aircraft about to land compulsorily must make the signal "P. A. N." This is understood to mean "Prepare a Nambulance."

With the weather we had, those sight-seeing tourists needed to be Resolute.

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WONDERFUL EASTER SPECIAL REDUCTIONS.



A VERY BIG SELECTION OF
SMART EASTER STRAW HATS

— AND —
WHITE FELT HATS.

AT SELLING OFF PRICES,
from March 30th to Easter.

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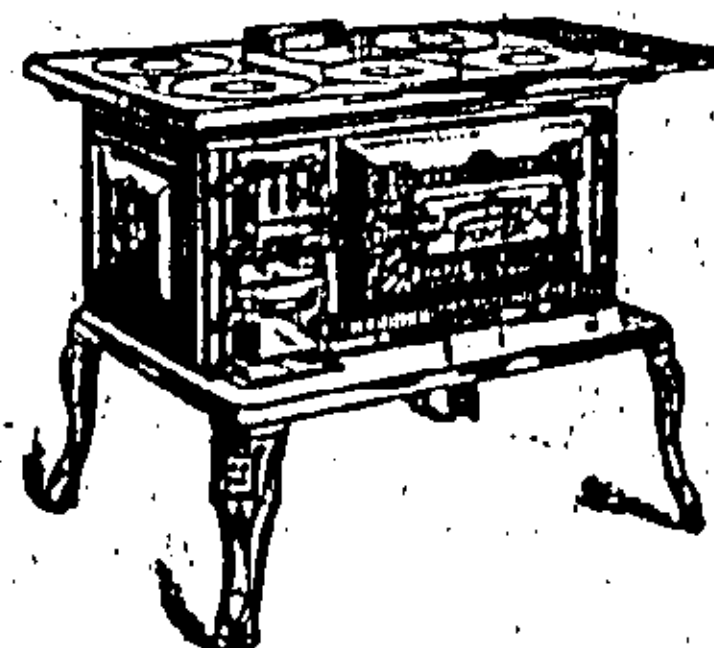
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KOWLOON.

The rent of a Private lock-up
garage 10'0" x 18'0" is \$22.00
per month including light and
water.

In the Main Garage 50'0" x
25'0" the charges vary from
\$15.00 to \$20.00 per month
according to size of vehicle.

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The Secretary,
**HONGKONG ENGINEERING
CONSTRUCTION CO., LTD.**
St. George's Building, Hongkong.

TELEPHONE CENTRAL 4581.
(two lines)

ENGINEERS AND SHIPBUILDERS.

H.E.S. TRIBUTE AT ANNUAL DINNER.

His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.) paid a well-deserved tribute to the engineers and shipbuilders of Hongkong at the annual dinner of the Institution held last night. The greatness of Hongkong, he said, depended first and foremost upon its shipping and the debt which this Colony owed to the shipbuilders was well nigh incalculable. "The engineers and shipbuilders are in a very real sense the men who have made Hongkong what it is, and I am very glad to have this opportunity of saluting you."

The dinner was held in the Institution's premises and a most excellent repast was served by Lane Crawford's restaurant. The spacious room was gallily decorated with flags and bunting, with an illuminated shield above the President's table, and the scene was an animated one. Mr. W. J. Hill (the President) was in the chair, and in addition to His Excellency the Governor, there were present Commodore J. L. Pearson, Eng. Capt. E. E. Bartlett, Commander J. B. Newell, Hon. Mr. H. T. Crosey (Director of Public Works), Mr. R. C. Tredwell, Colonel J. S. Bostock, Hon. Mr. J. Owen Hughes, Mr. W. W. Horrell, Mr. R. Sutherland, Mr. N. S. Brown, Capt. A. J. L. White, Capt. B. R. Foster, Mr. J. C. Joubin, Mr. W. P. Massey, Mr. D. Templeton, Capt. C. B. Ayres, Mr. T. W. H. Hosegood, and Mr. J. H. Little. Others present included Mr. W. J. Stokes and Mr. R. Hunter (Vice Presidents), Mr. R. M. Dyer, Mr. S. Baker, Mr. J. Ormiston, Mr. K. E. Greig, Professor C. A. Middleton Smith, Mr. W. Russell, Mr. G. J. Harman (Past Presidents), Mr. L. C. F. Bellamy, Mr. G. F. Taylor, Mr. T. F. Bradford, Mr. W. S. Bailey (members of the Committee) and Mr. A. Landsberg (Hon. Secretary).

The President's Speech.

Proposing the toast of "Our Honorary President," the President said:

Your Excellency and Gentlemen; I feel it a very great honour to have the privilege of welcoming you here to-night. Speaking from this chair at our last annual dinner, Mr. Ormiston remarked that although the first year in our new premises had resulted in a loss of the year's working, this loss was mainly due to abnormal expenditure, and he ventured the opinion that the end of this, our second financial year, would see our income balance our expenditure.

As we all know times and conditions are still far from normal and not a great deal better than those obtaining last year, and consequently we still have a large number of absent members who, of course, contribute nothing to the exchequer. Out of a total of 632 members, we have 263 on the absent members list.

In spite of this we have in no way curtailed our contribution to various charitable organisations, at home and in Hongkong, and I am pleased to say that we show a credit balance on the year's working.

To accomplish this has meant strict attention to detail on the part of the Managing Committee and on the part of the Honorary Secretary and Honorary Treasurer. All our service is honorary service; and on behalf of the members I take this opportunity of thanking the gentlemen who have carried on so well.

To the younger members of the Institution I would say that it is time for some of them to take the first opportunity of going on the Managing Committee and gaining the experience of carrying out a job which, if done thoroughly, is no sinecure.

We can accommodate more members and I hope that before this time next year many of those gentlemen in the Colony who are eligible for full membership will have joined us.

Local Shipbuilding Yards.

The engineering and shipbuilding industry in Hongkong is nearly as old as the Colony itself, that great concern the H.K. and W. Dock Co. having been formed as far back as 1866, and prior to that there was a dock at Aberdeen. Messrs. W. S. Bailey & Co. have been established about thirty years and the great yards of the Takoo Dockyard and Engineering Co. have been working for twenty years. All these establishments turn out work of the highest class, and the first aid last named are fully equipped to build and engine vessels of very great tonnage and to carry out repair and salvage work of any kind.

As an illustration this year has seen the completion in Hongkong of one of the biggest salvage jobs on record, an undertaking which called for both new work and repair work and for no small amount of courage and initiative. I refer to the salvaging of the s.s. "Tilbeob," a vessel owned by the Java, China & Japan Line, whose fine steamers are regular visitors at this port.

The vessel is 420 feet long with a breadth of 54 and a net tonnage of about 6,000 tons. In April of last year she went ashore on Linting Island. Salvage was undertaken by the T.K.D. & Engineering Co. who worked in close collaboration with the owners' representatives and Lloyd's Surveyor. Patching and pumping out proved abortive owing to the heavy pounding of the vessel on the rocks and to avoid a total loss it was decided to cut the hull in two and save the major part containing the engines and boilers. The oxy-acetylene flame and dynamite were used.

A Very Big Job.

The cut was made just forward of the bridge and the after part towed to Hongkong, docked and repaired, and moored in the harbour whilst a new fore-end was built and launched. The old and new parts were then docked, and the building in and joining up completed. The vessel was then reclassified 100 A.I. at Lloyd's and is again in commission. This is a very brief outline of a very big job as engineers and shipbuilders will appreciate. It involved hard and dangerous work at the wreck and careful calculations as to ballasting, etc., to ensure stability in the dismembered parts.

I think I am right in saying that this is only the fourth time in the history of shipbuilding that such a job has been carried out and the first time that the same concern has done both the salvage and the reconstruction.

"Shipbuilders all the world over need have no hesitation in entrusting their work to the Hongkong yards, and in spite of boycotts and temporary setbacks I think that this Colony will be, for many years to come, a very active little member of that great family of all democracies, the British Empire."

The large number of engineers and shipbuilders engaged in industry here justifies the opinion that this Institution should not lack members.

Literary.

During the past year we have had two papers read: (1), "Urban and Suburban Transport" by Mr. L. C. F. Bellamy, M.C., M.I.E.E.; (2), "Gas—Its Distribution and Uses" by Mr. A. Hevey of the Hongkong and China Gas Co. Another paper has been prepared by Mr. McQueen of the Royal College of Naval Constructors, but unfortunately he has been absent from the Colony and his paper will not be read until some future date.

On behalf of the members I thank these gentlemen for the trouble to which they have gone to prepare these papers and thus giving us the benefit of their technical knowledge and practical experience.

Before leaving this subject I have a few remarks to pass. In a comparatively small place like Hongkong it is not possible to conduct an institution of this nature exactly on the lines of the great institutions in Britain, such as the Civils, the Mechanicals and the Electricals, to mention only three. There you have the foremost men

in the various branches of the engineering profession and the greatest technical brains in Britain. The membership is very great and there is always some one to read a paper on a subject in which he has specialised and there are always plenty to form an audience.

In Hongkong we have to combine a technical side and social side and I earnestly ask the members not to let the technical side be overshadowed by the social side.

We must encourage members and others to prepare and read papers. To do this, members in general, and ordinary members in particular, must make it a point to attend when a paper is being read.

When a man devotes his time and his brains to the preparation of a paper to be read before the members of this Institution, I consider it the duty of every ordinary member present in the Colony to attend the reading.

In this respect the past year has been a little disappointing. But to be disappointed is not to be discouraged. A disappointed engineer is an every day occurrence but a discouraged engineer is a nuisance, and I feel sure that in the coming year members will support the Literary Council, some by reading papers and others by seeing that there is a full attendance at the reading.

Social.

The social side of the Institution has been well looked after and in addition to our usual billiard handicaps we held several evening dances. Not being a chess player, I cannot say whether chess is regarded as a social game or not, but a few enthusiasts have formed a chess section and started a tournament. Judging by the silence and the prolonged pauses between moves I gather that the best traditions of the game are being maintained.

To you, Sir, I tender our respectful thanks for the interest which you take in this Institution and for again honouring us with your presence. Gentlemen, I call upon you to rise and I give you the toast "Our Honorary President" (Applause).

The toast was cordially honoured.

His Excellency's Response.

His Excellency the Governor, responding, said: Mr. Chairman and gentlemen, I am very glad to be once again the guest of the Engineers and Shipbuilders of Hongkong and I am very proud to be the Honorary President of this Institution. The greatness of Hongkong depends first and foremost upon its shipping, and therefore the debt which this Colony owes to shipbuilders is well nigh incalculable. Moreover, the configuration of Hongkong and Kowloon is such that the fine towns which now exist on both sides of the harbour would never have come into being but for the work of engineers. The engineers and shipbuilders are in a very real sense the men who have made Hongkong what it is and I am very glad to have this opportunity of saluting you. (Applause)

It is very encouraging to hear from you, Mr. Chairman, that notwithstanding the fact that this Institution now occupies new premises and in spite of the abnormal expenditure incurred thereby and although about 41 per cent of your members are absent owing to the hard times now being experienced in the Far East, nevertheless this Institution has maintained in full its charitable contributions both at home and abroad and shows a credit on the year's work (Hear hear and Applause). It reflects great credit upon the Managing Committee and it also augurs well for the years to come.

Better Times.

I hope, with all my heart that we are now on the eve of better trading conditions in South China and that the trials and tribulations of the past years may soon be forgotten in the prosperity and the promise of the future. (Applause)

I thank you, gentlemen, very much for the manner in which you have received the toast of my

(Continued on Page 17.)

AT ALL AGES

If you are young, Pinkettes taken when necessary will help you keep in perfect physical condition by ensuring daily functional regularity. If middle-aged, Pinkettes will keep your liver active, your complexion fresh, your brain clear. To remedy that bane of the elderly, chronic

PINKETTES

constipation, Pinkettes are perfect, because they are not habit-forming and neither pain nor purge. They also aid digestion, banish bilious attacks, and sick headaches, quickly relieve Piles. Your chemist sell them, or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60, Kiangsoo Road, Shanghai. Let Pinkettes

KEEP YOU WELL

HEAR MUSIC PLAYED BY THE
FOREMOST ARTISTS IN
YOUR OWN HOME ON THE

MORRISON

ELECTRIC EXPRESSION
PIANO DE LUXE

From the snappiest
Fox Trot to the most
intricate Classic,
all are faithful
reproduced by this
marvellous expression piano.

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of all kinds especially for ship-
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Complete stock. Best Terms.
Immediate delivery.

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HING LUNG SI

Phone... Central 535.

SALESMAN SAM

Sam's Bad Day

By Small

In any climate

Children thrive well if
nourished by SCOTT'S
Emulsion which en-
riches the blood and
prevents childhood
ailments. Ask for
**SCOTT'S
Emulsion**

HEY, SAM! THAT GUY
OVER THERE HAS BEEN
SAMPLIN' EVERYTHING
IN TH' STORE—SELL
HIM SOMETHIN' OR
THROW HIM OUT!

SURE! HE'S
GIVIN' EVERY-
THING ELSE A
LIFT—I'LL GIVE
HIM ONE!

HELLO, SKINNY! DIDTA
EVER HEAR ANY O' TH'
SEVERAL JOKES ABOUT
BANANAS?

WHY—ER—
NOPE!

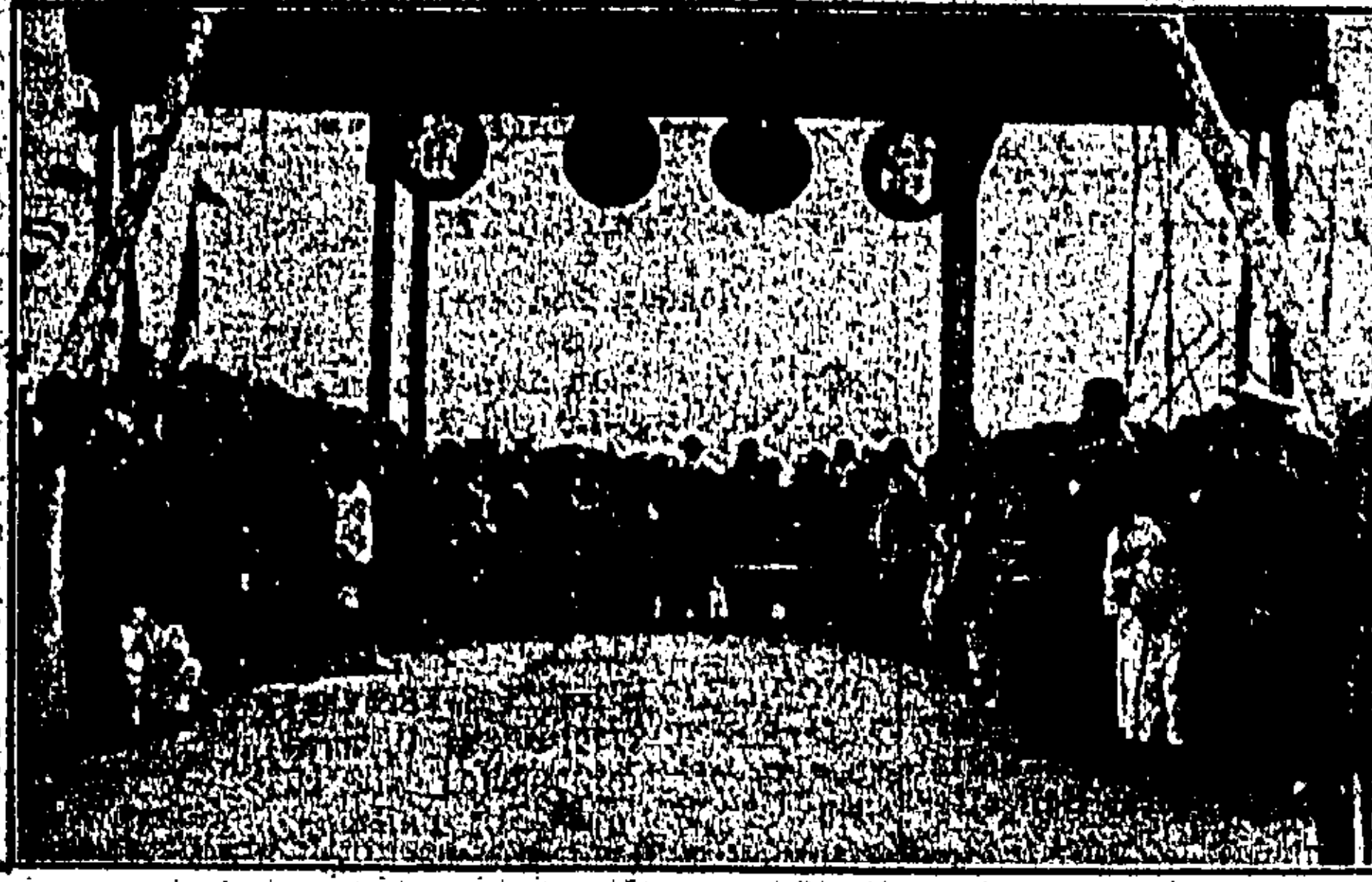
WELL, JUST STEP
RIGHT OVER HERE
THEN —

AND I'LL
PULL
ONE!

SAM'S
SALES UP
TILL THIS
MORNING—
\$1,111.11
PLUS TODAY'S
\$2,000.00
MAKING A
GRAND TOTAL
OF
\$3,111.11!
BUT HE
STILL HOPES
TO REACH
\$5,000 BY
DEC. 29!



Three Governors were present at the opening of the Macao-Shukki road. Seen on the left they are Sir Cecil Clementi (Hongkong), Senhor Barbosa (Macao) and Mr. Leong Hung-kong (Chungshan). On the right is the scene at the opening ceremony.



The U. S. S. Pittsburg and the Hongkong Filipino Baseball Club met in a baseball match on Wednesday, the former winning easily. Left, the teams; right, a snap of the play. (Photos: Welcome Studio).



Members of the Fanling Hunt recently paid a visit to Wan Ha, in Chinese territory. Left, the hounds coming ashore; right, a scene on the beach.



The Fanling Hunt seen at Wan Ha, a pretty district in Chinese territory.



H. E. Governor and members of Committee of the Kwong Wah Hospital, taken on the occasion of H.E.'s visit on Tuesday. (Photo: A Fong).



Marine Fraser, H. V. S. Tamat, who meets "Whitely" Roberts, U. S. S. Black Hawk, in the main event at 10-night's boxing tournament at Lee Gardens.



An old picture of the Hongkong Interport cricket team who figured in the disaster when the P. and O. s.s. Bokhara foundered whilst returning from Shanghai 1892. All lost their lives with the exception of Dr. J. A. Lawson and Capt. Markham. Left to right: Back row: Lt. G. G. Boyle, (R.A.), Mr. G. S. Purvis (Hongkong Bank), Sergt. G. Mumford (1st S.L.I.), Sergt. T. Donegan (1st S.L.I.), Major J. T. Turner (A.P.D.), Centre row: Capt. Markham, Capt. J. Dunn (A.S.C.), Dr. J. A. Lawson (G.O.H.), Capt. R. H. Dawson (Hongkong Regt.), Mr. G. E. Tavenor (H. K. Civil Service). Front row: Lt. F. A. Burnett (1st S.L.I.), C. M. S. Jeffkins (R.E.), Mr. C. Wallace (Jardine, Matheson).



PLIANT BROWN WILLOW CALF SHOES, HAND-SEWN PRINCIPLE. NARROW AND MEDIUM TOES. ALL SIZES AND FITTINGS. FROM \$19.50 Per pair.

The K idea of comfort is a shoe that clasps the heel and instep snugly but leaves the toes free to move naturally as you walk. If your shoes do not give you this comfort try a plus-fitting K which has extra but unseen toe room. For instance a plus four fitting K shoe has normal heel and ankle with extra but concealed room for the toes.

Mackintosh
MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

BOOKS & PAPERS

Latest News of the World. Sporting, Children's and all kinds of Home papers, Magazines, Ladies' and Children's Fashions, Leap Publications, Story Books, Novels, Tit-Bits, The Humorist, etc. and also Stationery of all kinds.

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MEE CHEUNG
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Best Brand in the Market.
NEW
AX-BEER
This beer makes you more Cheerful and Vigorous.
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NON GREASY HAIR CREAM
This unique preparation is specially compounded from the finest products obtainable, is a perfect dressing and fixes the hair in any desired position and renders it soft and glossy.
SPECIAL PRICE 50 cts. Bottle
KEY CASES
Real English leather key cases. Well made. Holds 9 keys.
SPECIAL PRICE \$1.50

WHITEAWAY, LAIDLAW & CO., LTD.
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Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprises.

Advertise in
The
Hongkong Telegraph.
and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection:—
295, 300, 301, 305, 306, 315
344, 346

FOR SALE.

FOR SALE.—British Registered Auxiliary Yacht "SNIPPE," 62 feet over all. Gross Tonnage 20.57. Re-built and re-engined 1927. Winner of Championship and other races this season. Unique floating home for bachelors. Accommodation and outfit for eight people. Apply Box No. 343, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—From end of March to October, Peak. One European furnished HOUSE with three bedrooms, electricity, gas and flush. Five minutes from Peak Station. Apply to Box No. 327, care of "Hongkong Telegraph."

TO LET.—Fully furnished with servants for six months from 1st June, No. 191, The Peak, Mount Kellet, 5 roomed concrete house. All modern conveniences. Rain proof. Would consider let from 1st May. Apply:—Hastings, Dennis and Bowley, No. 8, Des Voeux Road Central.

HONGKONG DEVELOPMENT BUILDING & SAVINGS SOCIETY LTD.

(IN LIQUIDATION).

Contributors who have paid the call made on the 5th day of October, 1928, in full, are requested to present their Share Certificates to the undersigned for endorsement.

J. HENNESSEY SEITH,
S. HAMPDEN ROSS,
Liquidators.

c/o Percy Smith, Seth & Fleming, Hongkong, 21st March, 1928.

DOUGLAS STEAMSHIP COMPANY LIMITED.

The Ordinary General Meeting of the above Company will be held at the Company's Offices, P. and O. Building, on MONDAY, the 2nd of April, 1928, at 11 a.m.

The transfer Books of the Company will be closed from the 29th of March, to 2nd of April, both days inclusive.

DOUGLAS LAPRAIK & CO.,
General Managers.

If you want good health Investigate and learn the truth of how Foo On Herbs have cured thousands. No drugs. No knife. Simply Foo On Chinese Herbs. Catarrh, Nervousness, Constipation, Bronchial Asthma, Bronchitis, Rheumatism, Dropsy, Insomnia, Diabetes, Bright's Disease, and many other ailments.

FOO ON HERBS CO.,
66, Queen's Road Central,
1st Floor.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

We have this day removed OUR OFFICE to Bank of Canton Building, 2nd Floor, Room No. 29 D.

OUR AUCTION ROOM: To French Bank Building Basement. HUGHES & HOUGH LTD. Hongkong, Mar. 30, 1928.

HONGKONG ENGINEERING AND CONSTRUCTION COMPANY LIMITED.

NOTICE OF MEETING.

NOTICE is hereby given that the Sixth Ordinary Yearly Meeting of Shareholders of the Hongkong Engineering and Construction Company Limited, will be held in the Office of Messrs. Shewan, Tomes and Co., St. George's Building, Chater Road, Hongkong, on SATURDAY, the 14th day of April, 1928, at 11.00 a.m. for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the year ended on the 31st December, 1927, and of electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 8th to the 14th April, both days inclusive.

By Order of the Board,

S. COUNTEY COOK,
Secretary.
Hongkong, 31st March, 1928.

HONGKONG BASEBALL ASSOCIATION.

The Annual Meeting of the Hongkong Baseball Association, will be held at the American Consulate General, 5.30 p.m., WEDNESDAY, April 4th, 1928.

All interested are requested to attend.

IIN WONG,
Hon. Secretary.
Hongkong, Mar. 27th, 1928.

NOTICE.

NOTICE is hereby given that the practice hitherto carried on by the undersigned C. A. S. Russ as Lee and Russ, will from the 1st April, 1928, be carried on as RUSS & Co. Dated the 28th day of March, 1928.

C. A. S. RUSS,
No. 6, Des Voeux Road Central,
Hongkong.

MACAO RACE CLUB.

Draft programmes and entry forms of the Seventh Extra Race Meeting to be held on Sunday 15th April, 1928, (WEATHER PERMITTING), can be obtained upon application to The International Rotor Advertising Co., 3rd Floor, Race and Recreation Club of Macao, Ltd., Hongkong Jockey Club, Causeway Bay Stables, and Rotor Advertising Co., 3rd Floor Exchange Building, Hongkong. Entries will close on Tuesday, 3rd April, 1928 at 1 p.m.

FANLING HUNT.

STEEPLECHASES.

SATURDAY, 31st March, 1928.
First Race 3 p.m.

ADMISSION: Public Enclosure \$1.00

Ladies Free.
Admission to Subscribers' Enclosure on production of badge only.
Subscribers can introduce Two Ladies Free and Two Non-members at \$5.00 each.
Tickets obtainable from Dr. F. Pierce-Grove, Alexandra Buildings, Special Trains leave Kowloon 2.00 p.m. Return from Fanling 6.00 p.m. Return Fare 1st Class \$1.50, 2nd Class 90 cents.

FREE PARKING FOR MOTOR CARS.

THE BANK OF CANTON, LIMITED.

NOTICE is hereby given that the Seventeenth Ordinary Annual General Meeting of Shareholders of the Company will be held at the Head Office, No. 6 Des Voeux Road, Central, Hongkong, on Wednesday, the 4th April, 1928, at 2.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1927.

The Transfer Books of the Company will be closed from the 20th March, 1928, to the 4th April, 1928, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board,
LOOK POONG SHAN,
Chief Manager.
Hongkong, 19th March, 1928.

CHURCH NOTICES.

Confirmation Service at St. Andrew's.

PALM SUNDAY.

St. John's Cathedral, Hongkong, April 1st, 1928, Palm Sunday. Holy Communion, 8 a.m. Military Service, 9.30 a.m. Children's Service, 10 a.m. Matins, 11 a.m. Preacher: The Dean. Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: Rev. H. V. Koop. Short Social Evening in Cathedral Hall after Evensong.

St. Andrew's Church, Kowloon. Sunday, 1st April, 1928, Palm Sunday. 8.15 a.m. Holy Communion. 11.00 a.m. Confirmation Service. 2.45 p.m. Sunday Schools. 3.00 p.m. Young Men's & Young Women's Bible Classes. 6.00 p.m. Evening Prayer: Preacher, Rev. H. A. Wittenbach, M. A.: Subject, "Duty to our neighbour." Monday, 2nd April, 1928. 6.00 p.m. Special Service for Scripture Union. Wednesday, 4th April, 1928. 6.00 p.m. Evening Prayer, Litany & Address. Thursday, 5th April, 1928. 7.00 a.m. Holy Communion. 6.00 p.m. The Choir will render special music. Good Friday, 6th April, 1928. 11.00 a.m. Morning Prayer & Sermon. 6.00 p.m. Evening Prayer & Litany; Preacher, Mr. J. H. Hunt.

First Church of Christ Scientist, Maedonnell Road, below Bowen Road. Tram Station. Sunday Service, 11.15 a.m. Subject, "Unreality." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Seventh Day Adventist Hall.—7, Duddell Street, Sunday night, April 1st, at 8.30 p.m., sermon given by Pastor Lyman W. Shaw, "What was Nailed to the Cross?" All are welcome.

CHINA AUCTION ROOMS.

6, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

CONSIGNEES' NOTICES.

JAVA PACIFIC LYN.

From SEATTLE, SAN FRANCISCO and LOS ANGELES.

The Steamship,

"DELI" having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan and Mortgage Co., Ltd., whence and/or from the wharves delivery may be obtained. Goods not cleared by the 4th April, 1928, will be subject to rent. All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 3rd April, 1928 at 10 a.m. by Messrs. Goddard and Douglas, Hongkong. Claims against the steamer must be presented in writing with ten days after arrival of steamer, otherwise they will not be recognized. No Fire Insurance will be effected by the undersigned in any case whatever. Bills of Lading will be countersigned by,

JAVA-CHINA-JAPAN LYN,
Agents,
Hongkong, 27th March, 1928.



Reiss, Massey & Co., Ltd.

DISTRIBUTORS.

Exchange Bldgs, Tel. C.671

ST. STEPHEN'S COLLEGE.

ANNUAL SPORTS.

Monday, 2nd April, on University Recreation Ground. Old Boys 220 yds Race at 4.30 p.m. Post entries All Old Boys cordially invited.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a further Extraordinary General Meeting of the Company will be held at P. and O. Building, Victoria, in the Colony of Hong Kong at 12.30 o'clock in the afternoon on Monday, the Second day of April, 1928, for the purpose of considering and, if thought fit, confirming the following Resolution passed as an Extraordinary Resolution on the 16th day of March, 1928 as a Special Resolution:—

"That the capital of the Company be increased from its present capital of \$3,000,000 (Hong Kong Currency) divided into 300,000 shares of \$10 each, to \$6,000,000 (Hong Kong Currency) divided into 600,000 shares of \$10 each and that such additional shares shall rank in all respects pari passu with the original capital of the Company."

AND NOTICE IS HEREBY FURTHER GIVEN that a further Extraordinary General Meeting of the Company will be held at the same place on Monday, the Second day of April, 1928 at 12.40 o'clock in the afternoon or so soon thereafter as the above Meeting shall have terminated for the purpose of considering and, if thought fit, passing the following Resolutions, namely:—

1. "That the Directors be, and they are hereby, authorised to capitalise the sum of \$1,500,000 profits of the Company standing to the credit of the Company's Reserve and to allot to the holders holding shares of the Company as on the 1st day of July, 1928, in respect of the net amount capitalised fully paid shares of the Company of equivalent nominal value in the proportion of one share for every two shares of the Company then held by such persons respectively and that such shares so allotted shall rank for dividends as from the 1st day of July, 1928."

2. "That if, on such distribution as aforesaid, any person would be entitled to a fraction of a share, the Directors shall, in lieu of issuing fractional certificates, cause the whole share to be allotted to a person or persons to be named by the Directors and such share may, at such time as the Directors think fit, be sold and the proceeds distributed amongst the persons entitled to the fractions making up the share."

Dated the 26th day of March, 1928.
By Order of the Board,
GIBB, LIVINGSTON & CO., LTD.,
Agents.

MARRIED AFTER TEN DAYS.

BRIDE LEAVES ALONE FOR NEW YORK.

RING FORGOTTEN!

A remarkable romance of a "probationary" engagement, a sudden call to New York, and a dash to the Archbishop of Canterbury for a special licence lies behind a marriage which took place at Wittering, near Stamford recently. Captain Lionel G. Gray, of Perth, formerly of the Indian Army, was married to Miss Jeanette Cooke, a granddaughter of M. Arthur Leuse, the French diplomat. Captain Gray, who returned recently from India to take up duty at the Central Flying School, Wittering, met Miss Cooke at a party in London about ten days previously, and they fell in love. A friend jokingly suggested that they should enter into a "probationary" engagement as Miss Cooke was to leave for New York in a few days. Miss Cooke consented.

The Forgotten Ring. A few hours after returning to Wittering Captain Gray was told that Miss Cooke had to leave for New York almost immediately. He wired her making an appointment and they arranged to get married at once.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY, the 2nd April, 1928, at 11 o'clock a.m. at Godown No. 9, The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, (for account of the concerned) 50 Bales Printing Paper—more or less damaged. Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY, the 5th April, 1928, Commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Valuable Collection of Curios.

Comprising:—Old Porcelain 5-Coloured Bowls and Plates, Lacquer Vases and Screens, Blackwood Cabinet, Ivory Figures, Jade, Crystal and Bronze Articles, Chinese Hand Paintings, Lanterns, Mandarin Coats, Snuff Bottles, etc., etc. Catalogues will be issued. On View from Wednesday, the 4th April, 1928. Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

BY ORDER OF THE MORTGAGES. PARTICULARS AND CONDITIONS OF SALE.

VALUABLE LEASEHOLD PROPERTY Situate at Fanling, New Territories in the Colony of Hongkong, And known as

Lot No. 4487 in Demarcation District No. 51 together with a dwelling house, messuages and erections thereon

to be sold by PUBLIC AUCTION on WEDNESDAY, the 11th day of April, 1928, at 3 o'clock p.m.

by MESSRS. LAMMERT BROS., Auctioneers.

at their Auction Room in Duddell Street

The Property consists of:—All that piece or parcel of ground situate at Fanling, New Territories, in the Colony of Hongkong, known and registered in the Tal-Po District Office North as Lot No. 4487 in Demarcation District No. 51; together with all the building erections and messuages thereon. For further particulars apply to:—

MESSRS. WILKINSON AND GRIST, Mortgagees' Solicitors or to

MESSRS. LAMMERT BROS., Auctioneers. Hongkong, March 28, 1928.

MAN CLIMBS SPIRE.

YOUNG POLE 515 FEET UP, AND ARRESTED.

Cologne, Tuesday. As the result of a wager a young Pole climbed to the summit of one of the spires of Cologne Cathedral (the Dom), in the presence of a large crowd. The spire, which is 515 feet in height, had never been climbed from the outside before. On the supposition that the man was mad, a large body of police was rushed to the scene. The youth was arrested, after a fight, on a charge of disorderly conduct.

pointment and they arranged to get married at once.

Captain Gray at once left for London to get a special licence, and rushed to Wittering to make arrangements for the wedding.

The bride, arrived at Peterborough by train only 20 minutes before the ceremony, and was hurried by car to Wittering.

Meanwhile Captain Gray, remembering that he had forgotten the wedding ring, had to motor to a neighbouring town in quest of an obliging jeweller.

A brother officer of the bridegroom gave the bride away and acted as best man.

After the ceremony, the bride left by herself for London en route for New York.

POST OFFICE NOTICE

NOTICE.

Commencing February 24th a Radio Letter Service will be opened for the exchange of Radio Letter Telegrams to the places, and at the rates, given below.

Radio Letter Telegrams are accepted subject to the following conditions:—

1. Minimum delay in delivery, 24 hours.

2. Messages must be written in plain English or plain Spanish. Code addresses may be used. Groups of figures, trade marks, trade terms and trade expressions must be expanded by qualifying words so that messages will offer an intelligible sense to ANYONE reading them.

3. Each message must bear the Indication R.L. as part of the address. The indication is connected and charged for as one word. No limit on the number of words a message may contain.

RADIO LETTER RATES.

To	Minimum 20 Words.	Each Additional Word.
Manila	2.00	.10
San Francisco & Bay Cities	10.80	.54
Other Offices in California & other Pacific States	11.20	.58
Mountain States U.S.	12.20	.61
Central States U.S.	12.60	.65
Eastern States U.S.	13.00	.69
British Columbia 1st Zone only	12.20	.61
Alberta, Saskatchewan & Manitoba	12.60	.65
Ontario, Nova Scotia, New Brunswick & Quebec	13.00	.69
Newfoundland	13.80	.69

M. J. BRENN,
POSTMASTER GENERAL.

24th February, 1928.

RADIO NOTICE.

RADIO TELEGRAPH SERVICES are now in operation as follows:—Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Provinces of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwangchow, Fort Bayard, Tchekam, Heliow, Amoy and Foochow, etc.

It is notified for information that the via Wireless rate to EUROPE has been reduced to \$1.65 per word.

Rates and further particulars on application to the RADIO COUNTER, 1st Floor, Government Buildings.

Telegraphic Addresses:—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic address immediately.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Deliverable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The Postal Service to Swabian and neighbouring places is entirely suspended until further notice.

INWARD MAILS.

From	To	Date
Shanghai	Suiyang	March 31.
U.S.A., Canada, Japan and Shanghai	Pres. Madison	April 1.
Amoy	Shirata	April 1.
Australia and Manila	Araura	April 1.
Manila	Pres. Cleveland	April 2.
Straits	Kumsang	April 2.
U.S.A., Honolulu, Japan & Shanghai	Pres. Garfield	April 7.
Canada, U.S.A., Japan and Shanghai	Empress of Canada	April 5.
U.S.A., Honolulu, Japan & Shanghai	Pres. Pierce	April 9.
Shanghai and Europe via Siberia	Emil Kirdorf	April 12.

OUTWARD MAILS.

For	Per	Date
Saigon	Wonghekkung Sat.	Mar. 31, 1.30 p.m.
Shanghai and Europe via Siberia	Shantung	Sat., Mar. 31, 2.30 p.m.
Saigon	Telemachus	Sat., Mar. 31, 2.30 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden		
Egypt and Europe via Marseilles	Mantua	Sat., Mar. 31, 9 p.m.

Registration—Mar. 31, 9 a.m.
Letters—10 a.m.
G.P.O.
Registration Mar. 31, 9.45 a.m.
Letters—10.30 a.m.
(Due Marseilles 27th April)

Amoy	Antung	Sat., Mar. 31, 5 p.m.
Holhow, Pakhoi and Haiphong	Kwong Foh	Sat., Mar. 31, 5 p.m.
Bangkok via Swatow	Kwanchow	Sun., Apr. 1, 9 a.m.
Amoy	Yingchow	Sun., Apr. 1, 9 a.m.
Sam Shui and Wuchow	Tai Ming	Sun., Apr. 1, 11 a.m.
Shanghai	Suiyang	Mon., Apr. 2, 1.30 p.m.
Swatow	Hydrangea	Mon., Apr. 2, 2.30 p.m.
Amoy and Foochow via Swatow	Hai Ching	Mon., Apr. 2, 2 p.m.
Manila	Pres. Madison	Mon., Apr. 2, 4.30 p.m.
Bangkok	Straits, Ceylon, India, Mauritius, East and South Africa, Aden	
Egypt and Europe via Marseilles	Aeneas	Tues., Apr. 3, 9 p.m.

Registration—9.00 a.m.
Letters—10.00 a.m.
G. P. O.
Registration—9.45 a.m.
Letters—10.30 a.m.
(Due Marseilles 5th May)

Shanghai, Japan, Canada, U.S.A., Central and South America and Europe via Victoria, B. C. and Europe via Siberia

President Cleveland Tues., Apr. 3.
Parcels—3 p.m.
Registration—4.15 p.m.
Letters—4.30 p.m.
(Due Victoria, B. C. 23rd April)

Saigon	West Calera	Sun., Apr. 1, 8 a.m.
Swatow	Hang Sang	Tues., Apr. 3, 5 p.m.
Amoy	Kum Sang	Wed., April 4, 10.30 a.m.
Java via Batavia	Tjondari	Wed., April 4, 2.30 p.m.
Swatow, Amoy and Formosa	Deli Maru	Thurs., April 5, 8.30 a.m.
Swatow, Amoy and Foochow	Haiphong	Fri., Apr. 6, 9 a.m.
Manila	President Garfield	Sun., Mar. 7, noon
Straits and Calcutta	Kutsang	Tues., April 10, 1 p.m.

Letters—1 p.m.
Saigon, Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles

Paul Leat K.P.O.
Registration—1 p.m.
Letters—1 p.m.
G.P.O.
Registration—1.45 p.m.
Letters—2.30 p.m.
(Due Marseilles 11th May)

Swatow—Foo Shing—Tues., April 10, 5 p.m.

*Correspondence bearing vessel's name only.



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GOVERNMENT AND LOYALISTS.

MR. AMERY ON THE GRANTS.

FAIR FULFILMENT.

"It is a profound relief to lay this Estimate before the Committee. I believe it to be a fair and honest fulfilment of our pledges."

"In this word the Colonial Secretary, Mr. Amery, ended his speech in the House asking the Commons for the balance of the sum of £1,000,000, which is to be used for compensating the Irish Loyalists.

The vote was reached at dinner-time, but the Prime Minister and a large number of Conservatives came in to hear the Colonial Secretary explain the terms of the settlement which has been solemnly promised by Government after Government. The Opposition side filled up as the debate developed.

Mr. Amery went over the history of the Loyalists' claims, which has been protracted enough to become exceedingly familiar. It amounts, as he showed, to a progressive realisation by the Government of a tremendous tale of hardship. Mr. Amery's dexterity was required during his recital to prevent the extremely late recognition of these just demands becoming uncomfortably apparent.

1,715 Cases Dealt With.

Mr. Amery had furnished himself with up-to-date facts and figures, such as that 1,715 cases had been dealt with up to the end of last week by the Irish Grants Committee, and that £704,688 had been recommended in payment.

As there are altogether 3,300 claims, it occurred to the House that at this rate of compensation considerably over £1,000,000 would be needed in final settlement. But Mr. Amery hastened to remark that the largest and most grievous calls had been accepted first.

"The settlement will come out close to the million," he predicted confidently, "and I shall not be surprised if the figure is below." Any appeals sent to the Committee before the end of this month, he said finally, will be certain of review.

Sir Basil Peto did not move the hostile amendment which strong Conservative feeling had caused to be set down before the Government's more general terms were revealed. But that did not imply a speech of uncritical thanks to the Treasury.

He assured that he and others did not regard the question of redemption of a pledge as a question of economy. "We were not satisfied originally with a proposition of 6s. in the £ for the Loyalists," he cried, "and we shall not be satisfied with an ultimate result giving a compensation of 19s. 11d. in the £."

Mr. Wheatley's Arrogance.

Mr. Wheatley's peculiar selfish and arrogant brand of Socialism sometimes amuses and sometimes irritates Conservatives, but his speech offended the propriety even of his associates. He talked of enriching people already better off than the British taxpayer, and of "unjustified claims" in a way so inaccurate and cynical that at least an interruption capped every sentence, and, the Ministerial benches openly mocked him.

"I protest in the name of the British working classes," he grandiosely said, "against an act of political corruption."

Mr. Baldwin rose and asked sarcastically, "Will Mr. Wheatley tell us what he says in the name of Mr. MacDonald's Government, which promised to uphold the pledges to the Loyalists?"

Mr. Wheatley, as a Cabinet member of the Socialist Government, must have subscribed to the obligations about which he is now scornful.

"Equitable not Generous."

Several of the Conservative group which has made itself responsible for seeing justice done by those who suffered at the hands of Sinn Féin pointed out how deeply influential English honour is in this task of reparation, and their attitude was made abundantly clear in the short and business-like speech, from Colonel Gretton.

"The awards are only equitable, not generous," he said. "We are willing to accept the Government assurance that they are paying in full, but"—and he paused for emphasis—"it turns out they are not we reserve the full right to bring this before the House again."

The vote was then passed, it having been thoroughly established that the Conservatives have not laid down their watching brief.

NATIONAL DEBT GIFTS.

THE ROMANCE OF FIGURES.

FIFTY YEARS HENCE.

The sum of £1 has been forwarded by an anonymous donor to the Morning Post to be applied to the reduction of the National Debt, and will be forwarded to the Treasury.

The public imagination of Great Britain has been deeply stirred by the patriotism of the wealthy citizen, who, at the beginning of last month, made a donation of £500,000 to be managed in trust for the nation. This capital is to accumulate over a long period of years at compound interest, until such time as the accrued proceeds may be applied to the reduction, or even the extinction, of the National Debt.

The donor still remains anonymous; but his example remains, and during last month, more than a thousand pounds was contributed towards the fund, of which this half million is the nucleus.

One man has contributed 3,000 francs; another the sum of £43, the amount of his disability pension; ten shillings came from "a humble working man." At Eastbourne, a voluntary effort was made to the same end, and £50 was speedily raised. Other suggestions for national appeals have come into the Treasury from other sources, and it seems certain that this utilitarian memorial has commended itself to all classes of the public.

Interest Charges.

"To repay the National Debt may be thought to be beyond the reach of individual effort," stated the anonymous donor in his letter to Baring Brothers and Co., who are handling his donation. Individual effort has already done so much that it is interesting to conjecture what united effort, on the part of the whole country might do. According to the latest figures provided by the Treasury, the National Debt, on March 31, 1927, stood at £7,554,617,647, including a foreign debt of £1,101,453,600. According to one statistical authority, it would take 245 years for £500,000 at 4 per cent. to amount to this total.

Great Britain, however, has an adult population of about 30 million. If every adult were to make a contribution of £1 a head, the sum of £30,000,000 would be immediately forthcoming. In the course of fifty years, which is the farthest limit which the practical statistician cares to envisage, this sum would total almost £300,000,000.

The interest on the charge for interest and management alone of the National Debt is £305,000,000, exclusive of sinking fund payments. This enormous annual drain upon the taxpayer raises the question whether it would not be better for future donors to permit their gifts to be used for the immediate reduction of the National Debt, rather than to permit a fund to accumulate with a view to wiping out the entire debt in the future.

The Treasury officials, however, whom I questioned upon this point refused to express an opinion upon so debatable a point.

According to their figures, an increase or decrease of one shilling in the pound on the income tax represents an increase or decrease of £60,000,000 a year in the country's revenue. Such a voluntary contribution, of £1 a head, to the public funds, as I have suggested, should commend itself to the mind of the public, first as a patriotic gesture and secondly as a sound financial investment.

It would, of course, be necessary for the public to be convinced that such an effort would stimulate the Government to economise on its own part and would not result in departmental extravagance or reduction of existing sinking funds.

"TOO OLD AT —"

SOUTHERN RAILWAY CRITIC
OF BOARD OF DIRECTORS.

There was some lively criticism by shareholders at the annual meeting of the Southern Railway.

"The board of this company," said Mr. Waley Cohen, "lacks the lubrication of youth. The average age is 68. What will it be ten years hence? (Laughter.) There are nine of the directors who are over 70."

"It has been suggested that there should be a retiring age for directors," replied the chairman, Brigadier-General Baring. "There is no retiring age for judges."

"We have not neglected our duty. We are not more stupid than anybody else. We want to be a united family, and not go on squabbling." (Cheers.)

The report was adopted, the dividends declared, and the retiring directors reappointed.

Competition, not only of the private car but of the motor-bus, was one of the reasons given by the chairman for the decrease of £474,000 in passenger train receipts.

The Discovery



MANY and many a Mother looks back with thankfulness to that day when someone said "Have you tried 'Lactogen'?" The first discovery was that Baby could take it. And then things began to come right. The weighing machine at the chemist's began to tell good news. There was contentment instead of crying. The little kicking limbs

began to grow rounder and firmer. There was colour in the cheeks. Dimples coming! It all began to happen as she so dearly wished it might. There was no looking back when Baby went on to "Lactogen."

"Lactogen" is prepared by a particular process and this process preserves intact the life-giving vitamins of the milk.

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Kowloon Store.

OSCILLATION IN WIRELESS.

USE OF ADJUSTABLE REACTION.

MANY ADVANTAGES.

["Morning Post" Wireless Correspondent.]

So many advantages are obtained by the proper use of adjustable reaction that one would not suggest receivers should be built without it. A user soon learns how much reaction can be used without impairing the quality.

The difficulty, of course, is that reaction as normally fitted enables a user to create oscillations in the circuits of the receiver connected to the aerial which radiates them. The main disadvantage of adjustable reaction would be entirely removed if means could be provided for preventing the locally produced oscillations from reaching the aerial. Fortunately it is now possible to do this. A valve connected to work as a high frequency amplifier can be connected between the aerial circuit and the circuit that has the reaction applied to it.

When an ordinary receiving valve is used difficulty is always experienced because the valve itself provides a coupling between the circuits, and further, the circuits that are connected to the valve tend to oscillate without the addition of adjustable reaction. Various balancing arrangements are used to stabilise a high frequency amplifying stage, but the balance can rarely be made so perfect as to prevent entirely a coupling with the aerial circuit. In other words, when a high frequency amplifying stage is fitted in front of an ordinary receiver, comprising a detector with reaction and low frequency stages, there is still a tendency for the aerial circuit to be influenced by the detector circuit.

Oscillations.

Even when the circuits are shielded by placing the various coils and tuning condensers in metal boxes, there is still a tendency for oscillations to occur. This is due to the fact that the parts of a valve have capacity.

Inside an ordinary valve is a filament, grid, and anode. The grid is usually formed of a flattened coil of wire, while the anode is of sheet metal shaped in the form of a box with open ends. The grid and anode are quite close together, and therefore have capacity. The tiny condenser so formed acts to couple the anode and grid circuits, and in many instances causes unstable working.

The shielded valve that is now marketed has been designed to reduce the capacity of the anode and grid under working conditions to an amount which is almost negligible.

With one of these valves a high-frequency stage can be applied to the anode circuit of the valve in such a way that even when the anode circuit is made to oscillate, no oscillations are transmitted to the aerial.

The shielded valve has the usual filament, grid, and anode, and in addition, a shield in the form of a wire mesh, which is mounted between the grid and anode. The shield is connected to the high-tension battery and has the effect of making the capacity of the grid to anode very small indeed. This valve may therefore be used with perfect safety in a circuit having adjustable reaction, but it is necessary to shield the tuning coils and condensers.

The Shielding.

The shielding prevents currents passing direct from one circuit to another, and, in fact, when the shielding has been properly carried out and the circuit correctly designed, the only coupling between the circuit that is connected to the aerial, and that which is connected to the detector is that due to the almost negligible capacity of the anode to grid.

It is not difficult to shield tuning circuits, but care has to be taken that the efficiency of tuning coils is not materially reduced by the shields. The effect of placing a piece of metal near a tuning coil is to reduce its efficiency by an amount which may be serious if the coil in the first place was a good one. The effect is more marked as the metal is brought closer to the coil. A designer, therefore, endeavours to make a shielding box as large as possible in order that it shall be a reasonable distance away from tuning coils.

When space is important and the shields have to be made of small size, it is customary to use specially made coils. An ordinary tuning coil comprises a covered wire wound on a tube. In order to reduce the effects of metal shielding, a coil is often wound in two parts. One half of the coil is wound in one direction and the other half in the opposite direction. Such a coil is not influenced so greatly by shielding as an ordinary coil, but as one would expect, the efficiency of the coil wound in two parts is not as great as the ordinary coil. But the efficiency of the coil wound in two parts when mounted within the shield may be greater than that of the ordinary coil under the same conditions.

Special Coil.

The special coil has what is known as an astatic winding, and there is a tendency for more of these coils to be used in commercial receivers.

A receiver comprising a stage of high-frequency amplification with a shielded valve, having properly shielded circuits, a detector and two low frequency stages with reaction from the detector circuit to the anode coil, is capable of a very fine performance.

DOCKYARD STAFF PHOTOGRAPH.



Some of the Staff of the Expense Accounts Department at the Hong Kong Naval Yard, taken recently. (Photo: Ming Yuen)

"POTIPHAR'S WIFE" BANNED AS FILM.

NOT TO BE PRODUCED IN AMERICA.

"Potiphar's Wife," Mr. Edgar C. Middleton's "pyjama play," which played to packed houses in the Westend, has been banned for film purposes in the United States by the Will Hays Organisation. News to this effect has just been received in London. The First National Company, which had acquired the screen rights, will now be unable to exercise them.

Will Hays is the president of the Motion Picture Producers and Distributors Organisation, and the autocrat of the American picture industry. "The Green Hat," which is to be produced here by an American company, was similarly banned by the Hays Organisation.

"Potiphar's Wife" is not a play," said Mr. Middleton "but that the vulgarities which control the destinies of Hollywood should find themselves in the position of censors of morals strikes me as being the grimmest joke in this topsy-turvy world of to-day."

Because of the simplicity of the circuit it is possible to dispense with plug-in coils, and switching can be used to alter the circuits from the lower broadcast band to the higher.

Such a receiver would give loudspeaker reproduction of many distant stations. Tuning would be easy, and there should be no reason at all why the quality should be other than acceptable to critical listeners.

One or two manufacturers are already producing a set of this type, and no doubt by the autumn others will have designed similar receivers.

THE CHINA EXHIBITION.



Wet weather marked the opening of the China Exhibition on Wednesday, but considerable interest was taken in the function arranged by St. Andrew's Church. One of the stalls is seen in the picture above. (Photo: Welcome Studio)

ULTRAVIOLET RAYS FOR CHICKENS.

INTERESTING RESULTS IN SWEDEN.

The effect of the long and dreary winter and of the lack of sunlight is now being counteracted through the scientific use of electricity in Sweden. Interesting experiments in applying ultraviolet rays to chickens are being carried out at the experimental station of the Department of Agriculture in Stockholm. Every fortnight out of the eggs hatched at this station five groups of chickens are fed with exactly the same rations, while only two of these groups are exposed to ultraviolet rays. In this way the effect

of the radiation can be measured and evidence about this feeding method gained.

Another interesting experiment has been made to ascertain the nutritive value of stored fodder, prepared with electricity. Excellent results have been obtained, but has proved rather expensive.

Electric light during the winter month as a substitute for bright day-light has yielded excellent results both in poultry-yards and hot-houses, where the light is generally adapted so as to correspond to the dawn and twilight. Especially for bulbous plants and cucumber this has proved of great value, but flowers too have yielded extremely good results in this way.

At Christmas the electric hot-beds of Sweden gave big and beautiful flowers similar to those of Midsummer.



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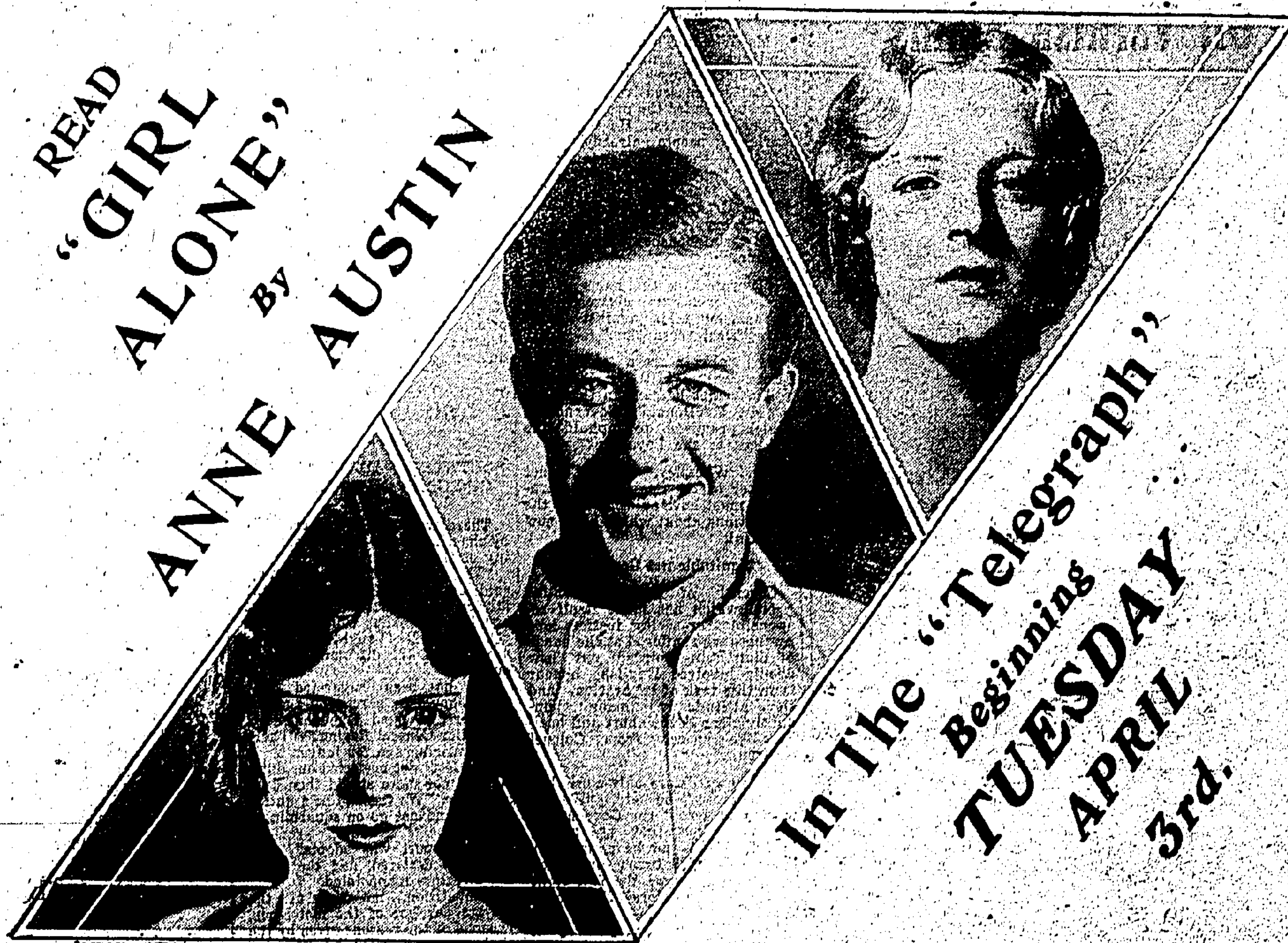
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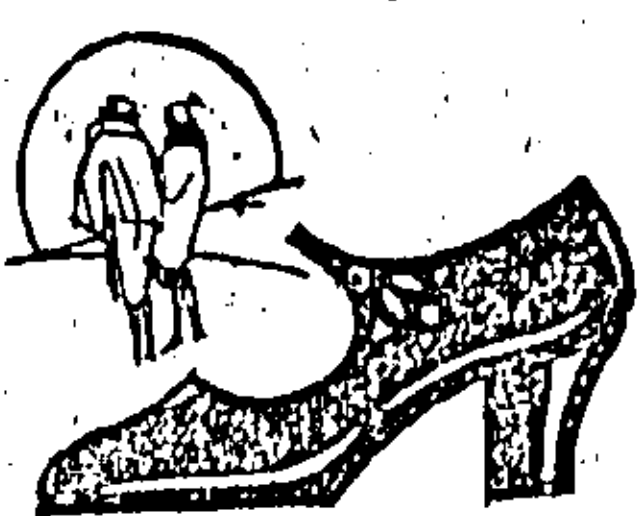
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"MR. X." AND A WOMAN.

COURT SEQUEL TO MARRIED MAN'S FRIENDSHIP.

"It may be the old case, 'Hell knows no fairy like a woman scorned,'" said counsel for the prosecution in the course of a remarkable story related to the Hove Magistrate, when Grace Clark, of Lorn-road, Hove, was summoned for damaging a window and door at a shop and causing \$15 damages. The Bench consented to the suppression of the name of the prosecutrix, who was later referred to as "Mr. X."

Mr. Eric Neve, prosecuting, said the case was the sequel to what was virtually an attempt at blackmail. Clark pleaded "Guilty under great provocation."

Mr. Neve said that "Mr. X." about midnight on February 14 found that the window and door of his shop had been broken. A brick was found inside in a basket full of eggs.

In February, 1925, "Mr. X." (said counsel) had some matrimonial difficulties, and went away with Clark for about three weeks. Afterwards he returned to his wife, who had completely forgiven him, with the happy result of reconciliation.

"This has been marred by the action of defendant, who has been constantly meeting, and menacing 'Mr. X.' ever since. She has even broken walking sticks across his head and has chased him with a knife."

Two or three days before the last breaking of the window—they had been broken before, said counsel—Clark came to the shop of "Mr. X." and asked for \$100 and the return of a certain photograph.

Clark admitted to the police that she broke the window, adding: "I was nearly mad at the time. I wanted him to help me, and he refused."

Clark stated in court that she had suffered badly at the hands of "Mr. X." She asked for a chance to make good, and promised to put "Mr. X." right out of her life.

The Mayor severely admonished Clark, and bound her over and placed her on probation for two years.

TO-DAY'S FILMS.

LON CHANEY'S MYSTERY "THRILLS."

Local cinema-goers have their last opportunity to-day of seeing Lon Chaney in his latest mystery picture, "The Unknown," which is the current attraction at the Queen's Theatre. Lon Chaney impersonates a sinister freak of a Spanish circus while directing a gang of criminals on the outside. Through the tale of mystery runs a delicate romance, in which his love for a beautiful dancer transforms him, and leads to the astonishing sacrifice that marks the dramatic climax of the story. The cast includes Norman Kerry, Joan Crawford and Nick de Ruiz. Miss Chee Toy, the charming Chinese singer, appears at all performances again to-day.

World and Star.

Other pictures being shown for the last time to-day are, "Orphans of the Storm" at the World Theatre, and "The Runaway" at the Star Theatre. D. W. Griffith produced "Orphans of the Storm," a story of the French revolution, with Lillian and Dorothy Gish in the leading roles.

"The Runaway" is a thrilling story of the Kentucky mountains with a little New York movie actress hiding from justice and causing a tremendous conflict between two mountain clans. Clara Bow plays the leading role, and included in the strong supporting cast are George Bancroft, Warner Baxter and William Powell.

RUSSIANS SENTENCED.

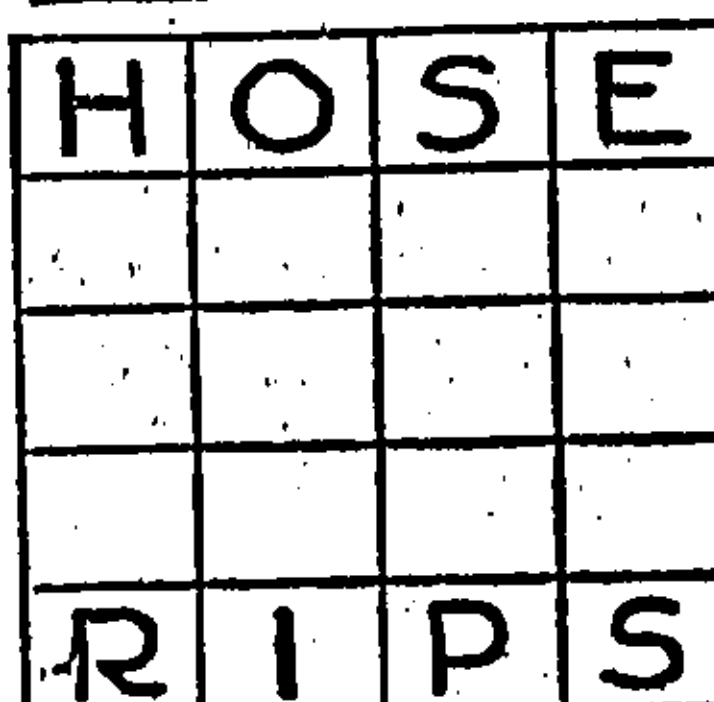
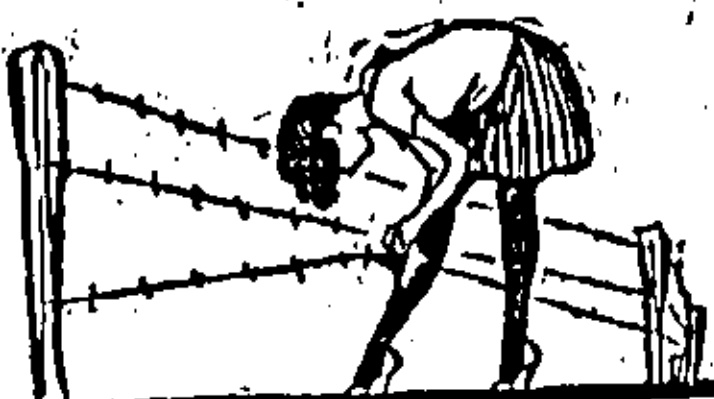
MISDEMEANOURS OVER IRRIGATION WORK.

Moscow, Mar. 30. After a trial lasting a month of twenty-four employees of the Irrigation Department in Central Asia, charged with misdemeanours in connexion with irrigation work, the Supreme Court at Tashkent sentenced Rykunov, former chief of the administration to six years and the others to terms of a year to five years imprisonment.—*Reuter.*

LETTER GOLF.

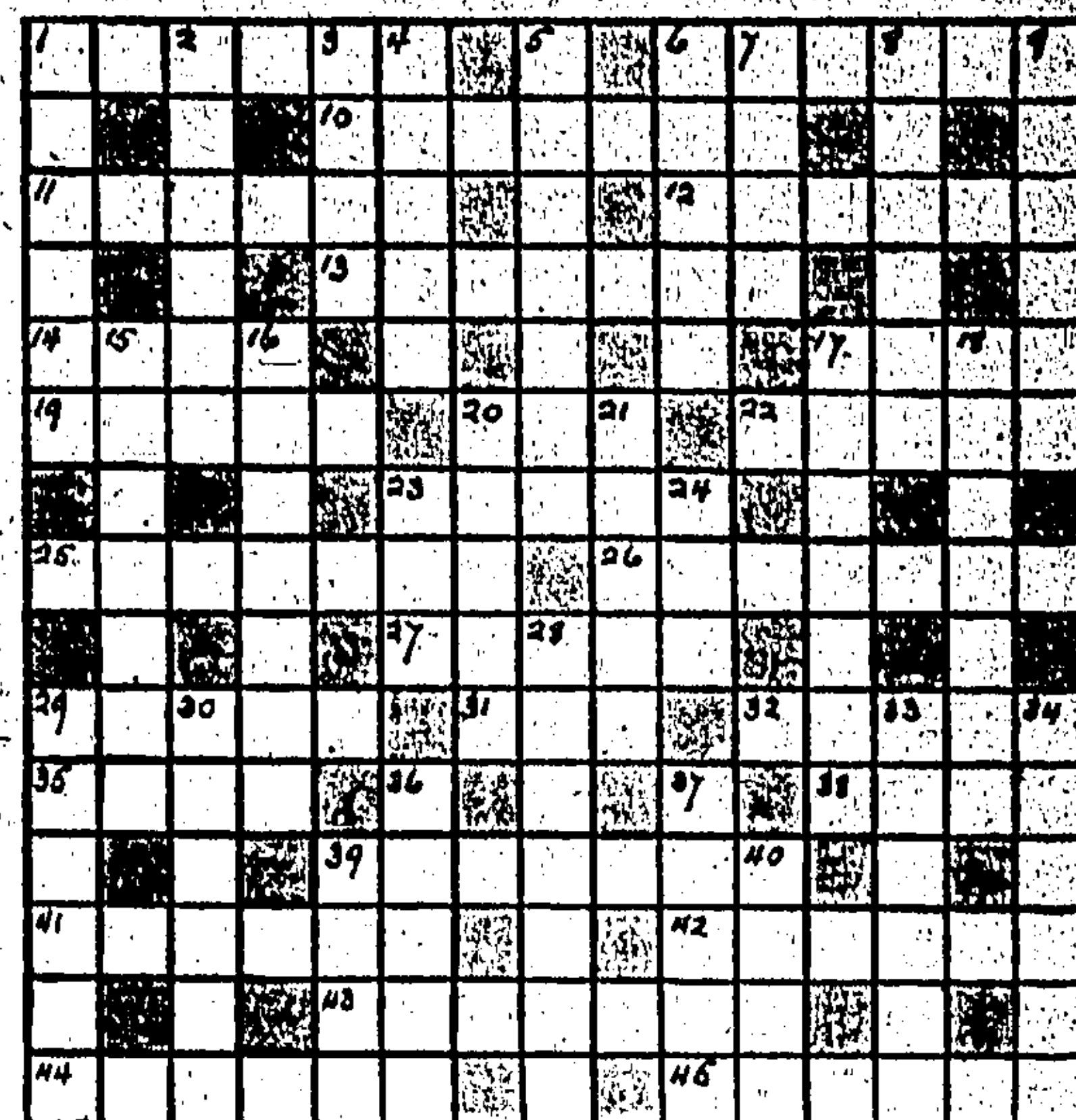
PERFECTLY RIPPING!

Even the best ROSE RIPS easily in darn! Par is four and you may be able to beat that.



1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW TO HEN, in three strokes, COW, HOW, HEN, HEN.
2—You can change only one letter at a time.
3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.
4—The order of letters cannot be changed.
One solution is printed on another page.

OUR CROSSWORD PUZZLE.

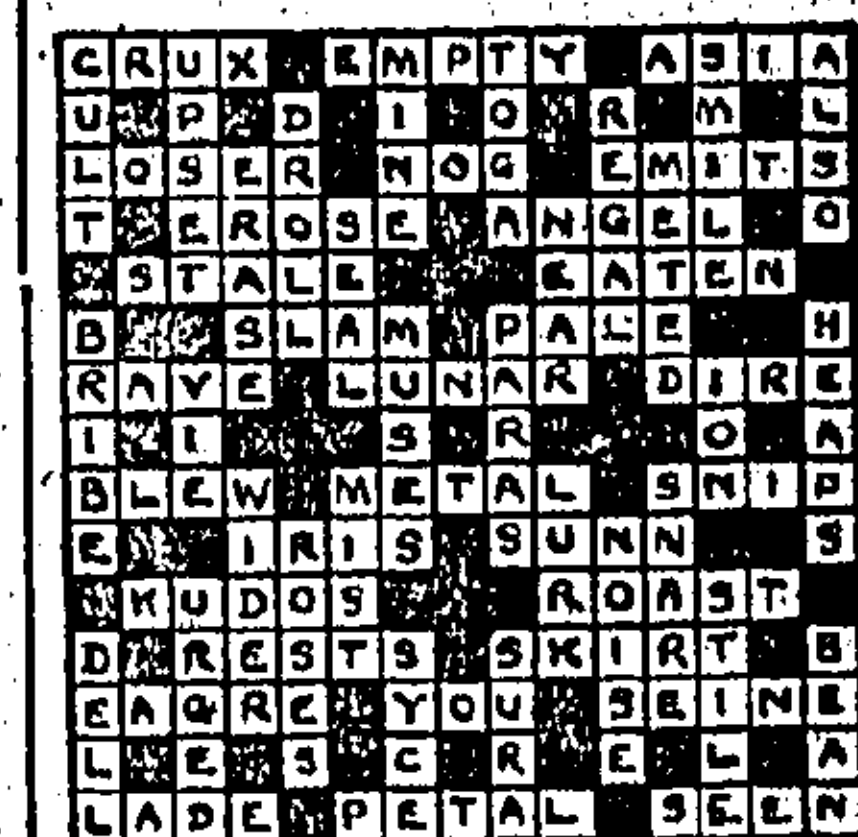


- Across.
1 Desired ardently.
6 Counties.
10 Curved in the form of a bow.
11 Resist.
12 Answer of a god.
13 Public vehicle.
14 At a distance.
17 String.
19 Enticed.
20 Favourite theory.
23 Coin.
25 Swindled.
26 Wild.
27 Harmonious.
29 Fermented apple juice.
31 Ever (contraction).
32 Hackneyed.
35 Incursion.
38 Knowledge.
39 Russian tea urn.
41 Those who believe in existence of supreme being.
42 Made of lead.
43 Letter.
44 Units of heat.
45 Of a smooth appearance.

- Down.
1 Pertaining to a chorus.
2 Seam.
3 Cardinal point.
4 Dismal.
5 Class of dissenters.
6 Ermine.
7 Plant with soft stem.
8 Small animal.

- 9 Firm.
15 Genus of flowering shrubs.
16 Gratified.
17 Marking equality of tides.
18 Even.
20 Poet.
21 Delay.
23 Beverage.
24 Summon.
25 Repentance.
26 Faith.
29 Godlike.
30 Head.
34 Menagrey.
36 Pants.
37 Names.
39 Stalk.
40 Stagger.

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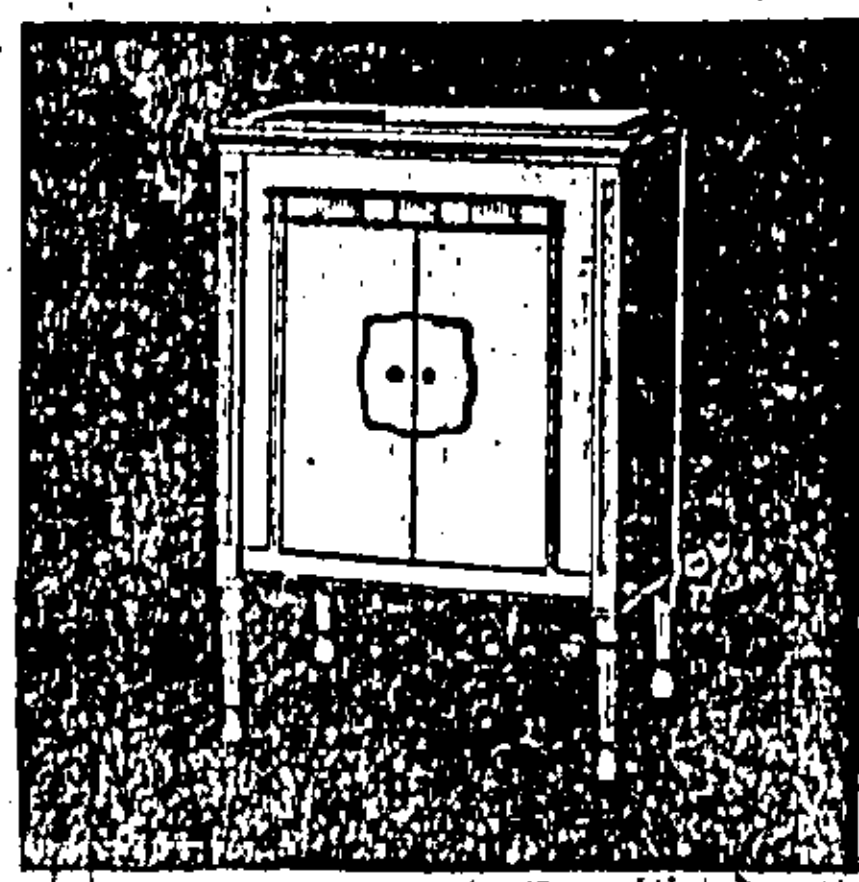
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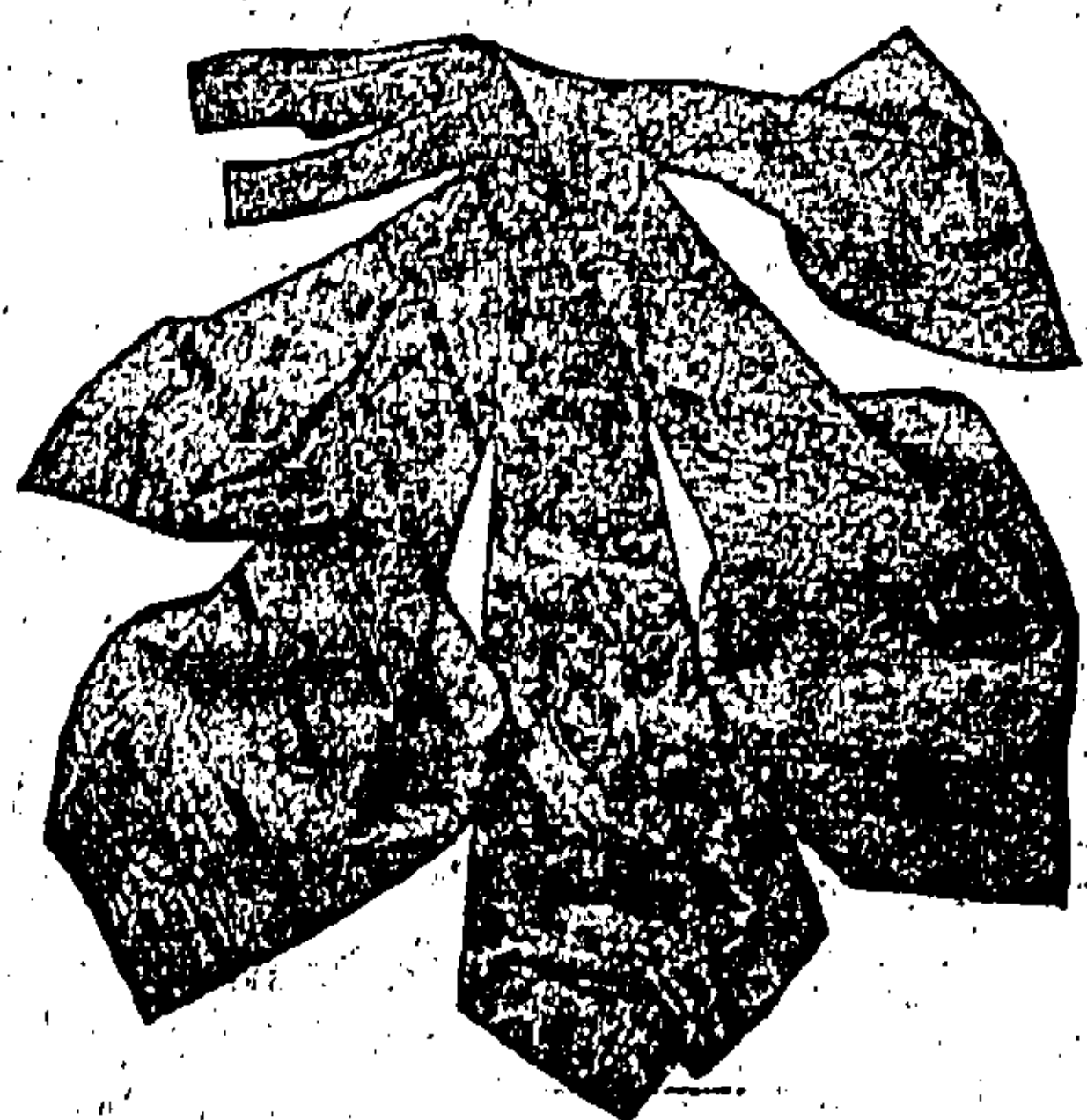


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RELIABLE and EFFICIENT

KELLER, KERN & Co., Ltd.
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The Hongkong Telegraph

SATURDAY, MARCH 31, 1928.

THE GAOL ESCAPE.

Occurring as it has within about four months of a previous break-away, yesterday's escape of another prisoner from Victoria Gaol is likely to cause a considerable measure of public uneasiness. In our issue of last evening, we published an unofficial version of the occurrence, not because we preferred that to an official account, but because the Superintendent of Prisons declined to make any statement on the subject. We quite realise that such an incident would call for detailed investigation on the part of Mr. Franks and other officials, but we do assert that, eight hours after news of the escape became known, it would have been easily possible for the Superintendent to have supplied the Press with such facts as were then known. He may not have felt inclined to be "bothered," just on the tiffin-hour, to have given out a statement, and we quite appreciate the point that he must have had a rather trying morning investigating the matter. But the Press representatives, realising that time, tide and newspapers wait for no man, had spent an equally trying three hours vainly seeking for official information. Moreover, the issuing of an official statement would have been the surest guarantee against the possibility of incorrect versions finding their way into print. That is a point of which many Hongkong officials apparently have yet to realise the importance.

As the circumstances surrounding the escape will doubtless form the subject of an official enquiry, and as we are not even now certain that the full facts have been disclosed, it would be impolitic to attempt to lay blame, if there be cause for such, in any particular quarter. The fact, however, that a man held on a murder charge could manage to get out of the Gaol without his escape becoming known until some hours later does suggest that things are not altogether all that they might be inside the Prison. Moreover, the public will, we feel sure, agree with us that every possible precaution should be taken to guard against the escape of men held on the capital charge. Another point which strikes us is that whilst building operations are in progress, with scaffolding in place, a

special watch should be kept to see that the facilities for escape are not thereby rendered easier. It may be that the overcrowded state of the Gaol precludes the transference of prisoners from cells near these building operations to other parts of the Prison; in which event, the remedy would appear to lie in extra vigilance at these particular points.

The latest breakaway once again raises the question as to whether the present Gaol is in any way adequate for its purpose. It is an extremely old building and is constantly being repaired; and we doubt whether it is fair to Mr. Franks and his staff to require them to put up with this patched-up prison. The need for expansion is obvious, and has been stressed more than once, even in official reports. Extension are now taking place, we know but these can only be on a relatively small scale, owing to the limited area available. As it has also been admitted that the overflow prison at Laichikok cannot be regarded as a satisfactory penitentiary, we cannot see why there should be any hesitation in pushing on with the new Prison at Ng Sha Wan, where a huge sum has been spent in laying foundations. That is the obvious solution of our gaol problem. Other measures can only be regarded as temporary expedients, involving needless waste of public funds.

The Flapper Vote.

Flapper or not, the earnestness with which all Parties in the Commons paid court to the women who will acquire the vote when the Representation of the People (Equal Franchise) Bill becomes law, as it certainly will, justified the amusement which accompanied the grant of a second reading. Parliament nearly fell over itself in its anxiety to convince the ladies, not only of the male appreciation of their wisdom and intellect, and overwhelming desire to hand over political control to them, but that this new respect was not new. Sir William Joynson Hicks laboured under a disadvantage in the latter respect, but as he gently pointed out, the present Conservative Party could hardly be held responsible for the actions of their ancestors in 1832. Since that time, he urged, the Party had been much better behaved and was fully eligible to press its suit. Mr. Snowden was on much safer ground. The Socialists had never exactly won their heart on their sleeve, but they always had a soft corner for political equality of the sexes, and he welcomed their admission to the fold with open arms. He left no room for doubt that the Labour Party is anxious to embrace the ladies on their voting lists, even if 5,000,000 may be regarded as something of an avalanche. Brigadier General Sir George Cockrell dared much in opposing the measure on other grounds, but then he was present at the storming of Malakand Pass, and came unscathed through the South African and European Wars! His resolution, we must agree, was based on very sound reasoning, but only ten Members rallied to his banner, and other vital questions connected with the franchise must stand over till the ladies have indicated their choice. Conservative, Liberal and Labour will vie with each other in seeking "pride of possession" but if we know anything about women, they will demand undivided attention, while bestowing their favour according to the moment's whim.

EXCHANGE RATES.

London, Mar. 30.

Paris	124
Berlin	124.7
Amsterdam	12.12
Berlin	20.41
Copenhagen	18.21
Vienna	34.69
Helsingfors	103
Lyons	2.3
Bucharest	77.7
Buenos Aires	47.27/32
Shanghai	2.6/6
Yokohama	1/11.15/22
New York	4.88 3/82
Geneva	25.34
Milan	32.40
Stockholm	18.18
Oslo	16.28
Prague	16.42
Madrid	16.97
Athens	69.3
Rio	6.59/64
Harbin	1/6.31/32
Hongkong	2/0/6
Silver (spot)	26.8/8
Silver (forward)	26.8/16

British Wireless.

DAY BY DAY.

TO STRAIGHTEN THEIR HATS IS THE FIRST IMPULSE OF FEMININE HUMANITY AFTER AN ACCIDENT. IF A WOMAN COULD BE RAISED FROM THE DEAD SHE WOULD STRAIGHTEN HER HAT BEFORE DOING ANYTHING ELSE.—*Marion Crawford.*

Mr. T. M. Hazlerigg, M.C., is to act as Deputy Registrar of the Supreme Court.

Mr. S. B. B. McDermid is to act as Assistant Colonial Secretary and of Councils.

The E. and A. Company's s.s. Arafura is due here at daylight to-morrow with the Australia mails.

It is notified in the Gazette that the Ki Tak Kau Wui Siu Nin Tuen is declared to be an unlawful society.

Mr. R. A. C. North is to act as Secretary for Chinese Affairs with seats on the Executive and Legislative Councils.

A first dividend of \$10 per cent. has been declared in the matter of the Franto Sino Annamite Co., Ltd., in liquidation.

Mr. G. B. T. Twemlow is to act as Superintendent of the Botanical and Forestry Department during the absence on leave of Mr. Harold Green.

It is notified in the Gazette that Mr. Kwok Siu-lau has been appointed by the Court of the University of Hongkong to be a Life Member of the Court.

His Excellency the Governor has appointed Wong Lam to be a "Forest Officer" for the control and superintendence of the forests of the Colony, in succession to Lam Ping, dismissed.

Tsun Wan Marine Lot No. 3, situate on Pillar Island, off Gin Drinkers' Bay, is to be sold at the P.W.D. Offices on April 16th. It has an area of 200,000 square feet, and the upset price is \$2,000.

Forthcoming weddings announced include that of Mr. A. H. Penn, mercantile assistant, Peak Hotel, to Miss I. M. Fisher, Holstonleigh, St. Mark's Road, Henley-on-Thames, en route to Hongkong by the s.s. Antenor.

At the Diocesan Boys' School on April 14th there will be an interesting afternoon, when exhibition games, music and dancing will figure in the programme arranged. The band of the Queen's Regiment is to play selections.

Advance booking is now open in the lobby of the Queen's Theatre for the dress circle during the entire season of "Flesh and the Devil," the big film which begins a run of five days at the Queen's Theatre to-morrow.

According to a police report, Mrs. Stroker, of 235 Nathan Road, Kowloon, was attacked yesterday by two Chinese boys in Nathan Road. The boys managed to make away with her handbag which contained \$10 in money and a bunch of keys.

Tenders are being invited for the construction of a retaining wall at Queen's College site, So-lun-poo. The work includes the erection of a length of concrete backed walling in rubble facework together with any necessary piling to foundations and contingent drainage work.

A report was made to the police yesterday by Mrs. Blaker, of No. 453 The Peak, to the effect that some time between 2 p.m. on Thursday and 9 a.m. yesterday, some person stole from a bedroom at her residence a travelling clock, valued at \$45.

The offices of the Supreme Court are to be open daily from 10 a.m. to 1 p.m. during the Easter Vacation, except on Public and General Holidays, when the offices will be entirely closed. The Easter Vacation begins on the 6th April, and terminates on the 12th April, (both days inclusive).

Following a domestic quarrel yesterday a Chinese woman living at No. 61 Main Street, Shaikwan, took a dose of opium with a view to ending her life. She was observed and was at once rushed to the Government Civil Hospital, where, after being detained for twelve hours, she was discharged, none the worse for her experience.

HOW SHOULD WE READ?

"The Understanding Heart."

Denn Inge and Mr. John Buchanan have both been giving us hints as to how and what we should read; Mr. Buchanan more particularly as regards the study of history. But the best arranged schemes, even when proposed by such eminent men, too often fail to appeal to the man in the street, who takes his reading pretty much as it comes.

Reading is such a vague term, and is so generally applied to the perusal of anything in print, that we must define it a little more exactly. Just as there are in Charles Lamb's phrase, "books which are not books. There are things in that shape which I cannot allow for such," he says, so there are readers who are not readers at all.

The man or woman with a voracious appetite for fiction, an excellent but ephemeral kind, who constantly haunts the circulating library, demanding "the latest out," can scarcely be called a reader.

It is not uncommon for such persons to read three or four novels a week, and, like Oliver Twist, still "ask for more." Unfortunately at the week's end they have no clear idea of the stories and characters, and have even been known to re-read the same book after a short interval without discovering it was an old acquaintance.

To call such people great readers is a misuse of terms. Their interest is simply that of the idle mind seeking for something to kill time, or a sort of dram-drinking or drug-taking in stories, which debases their taste for good literature, and makes them dissatisfied with the everyday commonplace facts of life.

On the other hand, there are born readers who take to literature as a duck to the water. As boys they came through Ballantyne, Henty, Marryat, and Dore, to Dickens, Scott, and even Thackeray. If school has not made them detest poetry, they may come under the spell of Scott's "Marmion," or the vigorous verse of Sir Henry Newbolt, and, later, Tennyson, Browning, and Macaulay. Such born readers may be left to themselves; they know what they want, and search till they find it.

But the great majority of young people are between those two extremes, and to them might profitably be given a hint or two.

First of all, begin modestly. Elaborate reading programmes are foredoomed to failure, while the proverbial little "goes a long way." The beginner might try Sir Walter Scott first, taking, say "Ivanhoe," a real boy's book, or "Guy Rannering," or "Kenilworth." All those three open up a new world; "Ivanhoe," the age of chivalry; "Guy Rannering," wild and romantic life in bygone Scotland; "Kenilworth," the splendour and intrigue of the court.

It we are to profit by our reading, we must have not only the "seeing eye," but the understanding heart. No true reader of any standing ever "skips," or anticipates the climax of the story, by turning to the last page.

It is a good plan to read at least two books during the same period; one for the light, the other for the more serious mood. Make your own choice; that is the secret of enjoyment, and do not be persuaded to read any book, even a "classic," against your will. Should you find your author does not interest you either "for or against," don't finish the book as a task; it will do you no good.

Never rush your reading. Good company is to be enjoyed, and you are being splendidly entertained. Reading on those lines is true recreation; it opens to us new worlds and gives us eyes with which to see them.

G. W. C.

CHINA EXHIBITION.

INTERESTING SPEECHES YESTERDAY.

The China Exhibition, in the grounds of St. Andrew's Church, Kowloon, again drew large crowds yesterday, amongst those present being Lady Clementi, accompanied by Captain Forster, A.D.C. to H.E. the Governor.

Interesting speeches were made at the opening of the third day's proceedings.

The Chinese Worker. Speaking on the exposition of Chinese craftsmanship, the Hon. Mr. J. Owen Hughes said it was unfortunately true that Chinese craftsmanship and workmanship had steadily deteriorated, certainly within the time that he had been resident in the Colony. Time was when if work was given to a Chinese carpenter or painter, that work was invariably well-done. Such, unfortunately, was not the case to-day. But they would scarcely blame the workman entirely for that, because they lack an expert tuition. He made an exception of the Chinese mechanic and engineer, who was known throughout the world as being possibly without a superior. That was entirely due to the excellent training in local dockyards and electrical plants. He appealed for support for the Chinese youth, for facilities in the form of better technical training. He hoped that the Government would give some encouragement in this connexion.

East and West. Dr. S. W. Tso, in declaring the proceedings open, dealt with the object of the Exhibition in bringing East and West together. He spoke at length on Confucian precepts and said that if the teachings of the Chinese classics were learned and thoroughly understood, it would be found that there was very little difference in

TRAFFIC IN GIRLS.

REVELATIONS IN THE POLICE COURT.

Graphic and pitiful stories of how girls were lured into a life of prostitution were told at the Magistracy yesterday afternoon, before Mr. R. E. Lindsell, when Wong Shun, a man, and Au Shun, a woman, were charged with procuring and harbouring. Mr. E. H. Williams, of the S. A. C.'s Office prosecuted. It was disclosed that the girls were procured not only in Hongkong, but from places outside the Colony as well, and that they experienced great hardships here. After hearing the evidence, Mr. Lindsell stated that the male defendant had been guilty of a disgraceful crime, and sentenced him to nine months' hard labour. The case against the woman was adjourned.

POEMS—THAT LIVE.

THE CHASE.

Art thou gone in haste?
I'll not forsake thee;
Run! at thou'rt so fast?
I'll overtake thee:
O'er the dunes, o'er the downs,
Through the green meadows,
From the fields through the towns,
To the dim shadows.

All along the plain,
To the low fountains,
Up and down again,
From the high mountains;
Echo then shall again
Tell her I follow.
And the woods to the woods
Garry my holla!
Holla!
Call! call! hol! hol!

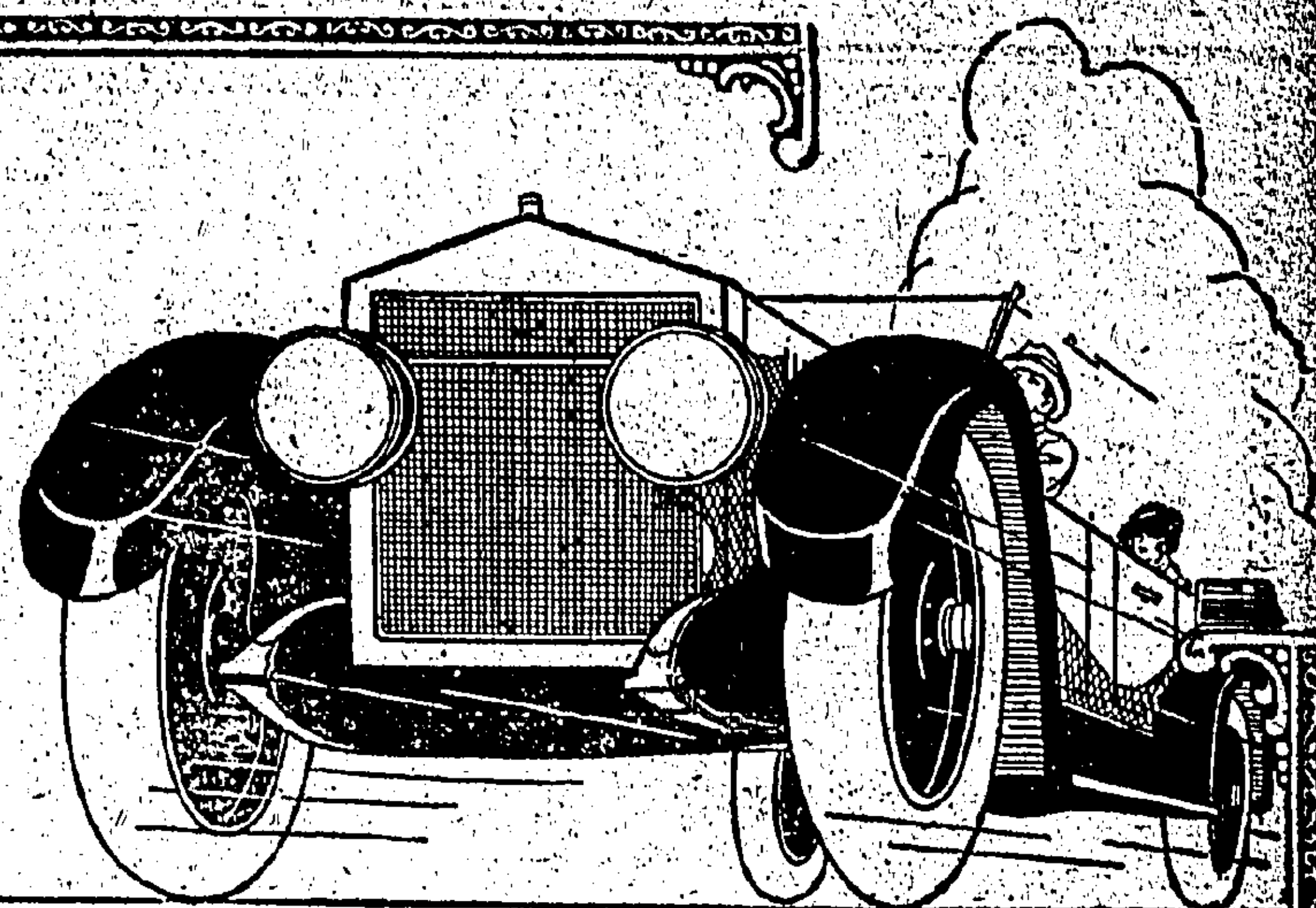
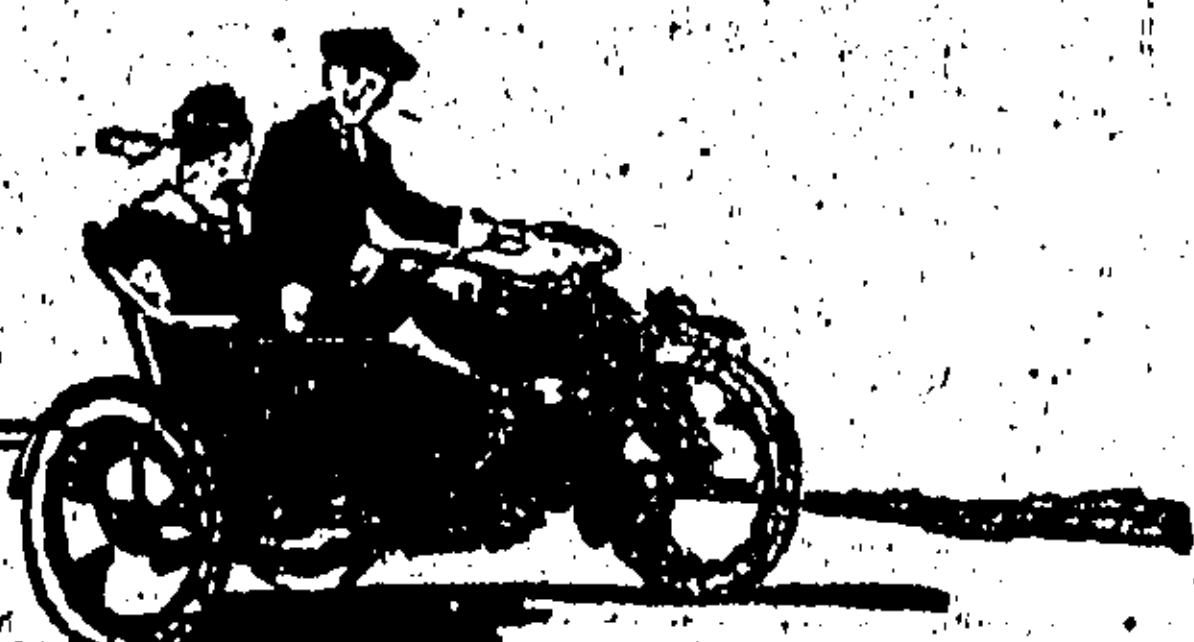
William Rowley.

thought between East and West. If misunderstanding was cleared away, the path of friendship was made easy.

The Exhibition will conclude at 6 p.m. to-day.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY 31st MARCH, 1928
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

A Note of Warning.

This is a note of warning, to private owners, who employ native chauffeurs, against what is stated to be a growing practice. There are many drivers of private cars who have a share in some public hire vehicle—six or seven of them will form a syndicate, buy a car and run it in the hire service. And it is asserted by those who say they know that it often happens that the supplies of petrol and oil for such public car will be furnished by the syndicate, out of the supplies that should go wholly into their employers' cars. A little from several private cars will make an aggregate sufficient to keep the public car going. We do not know whether this practice is as widespread as our information would have us believe, and, further, we have no desire unfairly to impute dishonesty to anyone. The only way to safeguard against such malpractices, if they exist, is for all private owners with chauffeurs to keep a close check upon the consumption of petrol and oil and insist upon a reasonable mileage for the stores for which they pay. We are told that the evil is a real one and that it is growing. The best remedy would be drastic prosecution for theft in any proved case, and all motor owners have a duty to themselves and their fellow motorists of this Colony to take proceedings against any servant who is discovered committing an offence of the character outlined above.

Road Repairs.

We are asked to draw the attention of the authorities to the fact that the road between Castle Peak and Tai-po is getting sadly in need of repair. It would indeed be a pity if this fine stretch of motor road were allowed to get out of good condition, and it is to be hoped that the necessary work will be authorised and put in hand without delay. Whilst on the subject of roads, it is also to be hoped that the one remaining unsurfaced portion of the road to Shek-O (the third mile) will be dealt with in time to be of benefit to the many summertime users of it. In summer this road is subject to very heavy traffic demands—there are two bathing beaches at Shek-O approachable to motorists. To encourage the use of these beaches by those who have cars would do much to leave the Repulse Bay beach free to non-motorists. The Shek-O road is one of the most beautiful scenic roads in the Colony and it ought to be put into better condition.

Whitewash Needed.

The use of whitewash on stones and trees to indicate curves and corners to drivers at night has been a much-appreciated feature on most of the main motor roads of the Colony, and there is one further spot which might be so treated, much to the beneficial guidance of drivers who do not often pass the place. We refer to one spot on the hill between Deep Water Bay and Repulse Bay. When descending this hill, and just before reaching the last curve by Deep Water Bay, there is a line of trees on the left-hand side which might, with very great advantage to the driver, be whitened. To any but a driver who has had great experience of this road there is a tendency to keep too far over to the left—a tendency which would be checked if a clearly-seen white-splashed line of trees were there to guide him.

New Members.

The following have joined the Hongkong Automobile Association since the last list was published:
G. L. Fox
M. A. Xavier

Mrs. J. B. H. Doyle
D. W. Morley
R. P. Dunlop
Mrs. M. E. Chappell
Herbert Chambers
Horace Lo
Douglas Thompson
A. R. Atkins

"Musical" Horn.

There is at least one motor horn in this Colony which is not of the type desired. It is displayed in front of the radiator and appears to be double-noted—allegedly musical. There is far too much horn sounding in Hongkong, some vehicles being fitted with as many as three or four warning devices. The ordinary electric horn with which cars are equipped, plus a bulb horn for alternative use, are all that is necessary and we deprecate the use of any more, as well as those of an undesirable type. Modern traffic has brought a great deal of noise with it, and it is the duty of motorists to keep down the quantity of that noise as much as possible.

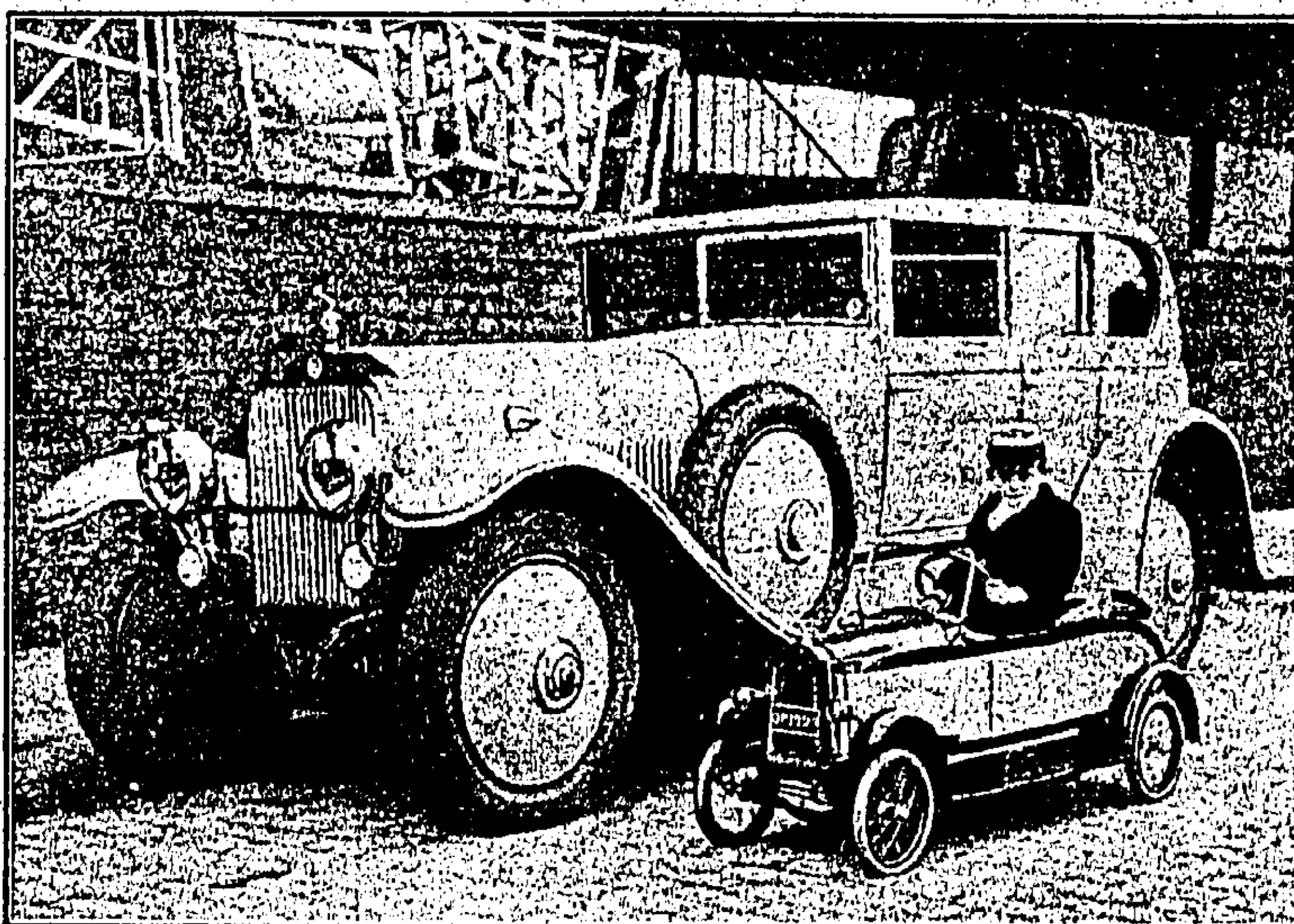
Traffic Control.

We notice that white lines are being placed on the roadway at a number of the bends on the Stubbs Road and these should prove to be a useful guide. A good driver hardly needs white lines but they are undoubtedly a help to all and should prove a much-needed check to those who habitually take risks when rounding corners. A white line has also been placed at the junction of Mount Davis and Pokfulam Roads to direct traffic coming out of Mount Davis Road to keep well to the left before joining up with the main road. An additional triangle has been erected at the top of the Dairy Farm Hill, Pokfulam, and we now suggest that the one situated near the Pokfulam Police Station be removed. Two triangles in such close proximity tend to confuse a driver rather than assist him. A triangle should be placed at the foot of the hill, and this would serve the purpose of showing that the whole hill is a controlled area. There is a triangle a few yards away from the junction of Victoria Road and Pokfulam Road which, apparently, is intended to serve two purposes—denoting that Victoria Road is in control as well as the Hill. But this should be placed just inside the Victoria Road where its purpose would be much more clearly understood. We remember that some little time ago when an owner-driver was prosecuted for speeding in the controlled area on the Hill he pointed out that the sign at the bottom is now very misleading, and we have heard other motorists speak on the same subject.

Pedder Street Parking.

In view of the fact that the space in Pedder Street set aside for the use of private cars, namely, between Queen's Road and Des Voeux Road, is usually full to overflowing in the afternoons and that many private cars have to go farther afield for parking space, it is suggested that the rank between Des Voeux Road and the Praya, now occupied by public hire cars, should be reserved for private cars until after 7 p.m. It is between the hours of 4 p.m. and 7 p.m. when private cars most need parking space in the centre of the town—when men are leaving their offices or visiting such rendezvous as the Hongkong Hotel and Lane, Crawford's. It is argued that there would be no resulting inconvenience to public car users, who could then as now engage a car in Chater Road, or by the Star Ferry. After 7 p.m., by which time most of the private cars have left the town, the Praya and of Pedder Street could be opened to public hire cars. Such

A REAL MOTOR TOY.



A toy automobile at the British Industries Fair at the White City. Owing to its low power (derived from a pair of batteries), it stops immediately on contact with any object.

1,829 MILES IN A "BUS."

Round Britain in Six Days.

A remarkable all-round Britain journey has just been completed by a single-decker omnibus in six days. The vehicle, which normally seats 33 people, carried 8 passengers and completed the tour of 1,829 miles according to schedule without a mishap. On the first day the omnibus, which started from Southall, Middlesex, reached Land's End, having negotiated Porlock Hill, Somerset, with a gradient of one in four. Glasgow was reached by one route along the west of England on the second day, and Inverness on the third day. The return journey was by the coast road, through Aberdeen to Edinburgh, and thence to Newcastle and Southall. In Scotland the omnibus passed through snow drifts in places a foot deep and through roads only just wide enough to allow it to pass.

is the suggestion, and we pass it on for consideration by the authorities concerned.

Kowloon Danger.

Recently, in Kowloon, there has been a revival of the practice of vehicles cutting over to the wrong side of the road without giving adequate warning to other motorists travelling behind. Several such instances have been seen lately, in some cases not sufficient warning being given and, in others, no warning at all. On at least one occasion an accident was narrowly averted when a car cut across the road near a lamp post and a motor cyclist who was overtaking narrowly escaped being caught between the car and the lamp post. Only a very quick and forcible application of brakes on the part of the latter saved the situation. In addition, the buses which now run along Jordan Road and cross Nathan Road, are offenders insofar as they seldom, if ever, give warning of their approach. On several occasions these buses have been seen to pull up with a scraping of tyres and screeching of brakes as they are about to enter Nathan Road, in order to let other traffic go by. Points like these should be watched for by the traffic police stationed on the Peninsula. A few prosecutions and possibly fines would soon put an end to this danger, which has noticeably increased during the past few weeks.

BACK TO THE PETROL TAX.

Big Support for Petition.

The determined effort of the Automobile Association to make known to Parliament the united demand of motorists for a change in the system of taxing mechanically propelled vehicles is meeting with ready support, and already a very large number of car users have signed the forms with which every A.A. member is provided. Many thousands of signatures are being received by every post.

The principle which has been advocated by the Association for seven years is, simple in the extreme. The suggestion is that the basis of taxation shall be removed from the vehicle to the petrol it uses. There would, in addition to the tax on the petrol be a small registration fee. It is pointed out that the tax was originally proposed to raise money for road costs, but that the system of taxing every vehicle on a lump sum basis entirely disregards the extent of road use.

There are many people of moderate means who can only use their cars occasionally, such as week-end periods, and like. They pay the same rate as the owner of cars of equal size which are seldom off the road. Many people in such a position are deterred from the pleasure of the road because they feel that the expenditure involved would be out of all keeping with the pleasure derived.

The motor trade suffers from this course, and also because the present system debars many who would otherwise do so from keeping a second or reserve car.

RADIATOR ORNAMENT.

Chrysler wings, first of the ornamental radiator caps now generally used, are faithful reproductions from a museum example of the head dress worn by ancient Vikings. These hardy Norse adventurers fastened wings of wild birds on their helmets as symbols of endurance and speed. They made them equally as familiar sights on the Seven Seas as their modern duplication has become in all the world's continents with the steady growth of Chrysler sales.

THOU SHALT NOT HONK!

Proposed Manila Law.

Colonel John Green, chief of police, has submitted a proposed measure to the city board intended to regulate the blowing of automobile horns or whistles in Manila. The measure reads as follows:

"Sec. 1. No persons operating a motor vehicle shall blow an automobile horn or whistle passing a public or private hospital; provided, that the said hospital is not on the intersection of two streets.

No Blowing While Parked.

"Sec. 2. No persons operating a motor vehicle shall blow unnecessarily an automobile horn or whistle while the vehicle is parked in any street or public place to the annoyance of other persons, or while in motion shall produce unnecessarily a sound of an unusually loud, annoying or distressing character, or such that will tend to frighten pedestrians or animals.

"Sec. 3. Any persons guilty of a violation of the provisions of the foregoing sections shall be punished by a fine of not less than P5 or more than P50."

It was decided at the session held later to hold the measure in abeyance until an opportunity is afforded the members of the board to study the proposal thoroughly. It was explained in the session that the proposed ordinance is somewhat indefinite inasmuch as it does not plainly define when the "blowing of an automobile horn or whistle may be considered as unnecessary."

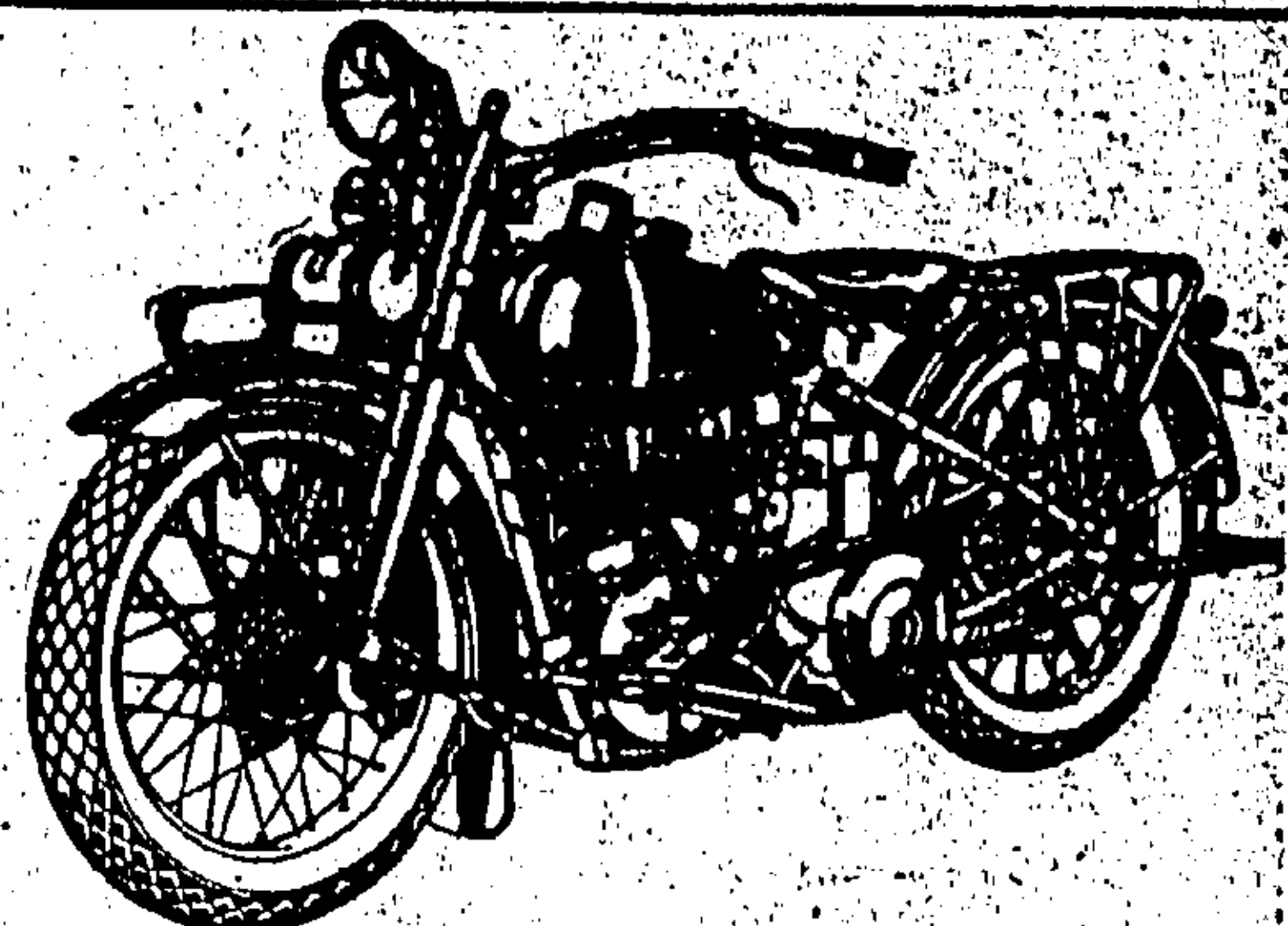
What Sound is Unlawful.

Neither does it clearly specify what sound of the horn, under section 2, may be considered as "of an unusual loud, annoying or distressing character, or such that will tend to frighten pedestrians or animals."

It was argued that should it be enacted into a law, it may become a source of constant misunderstanding or trouble between motor car drivers and traffic policemen. The board, it was intimated, will ask the police department to clearly define these points before the measure is acted upon by that body.

A.A. NIGHT SERVICE FOR MOTORISTS.

The Telephone Enquiry Bureau at the London Headquarters of the Automobile Association (Regent 8,000) which is available to members at all hours of the day or night, is widely appreciated and used by A.A. members.

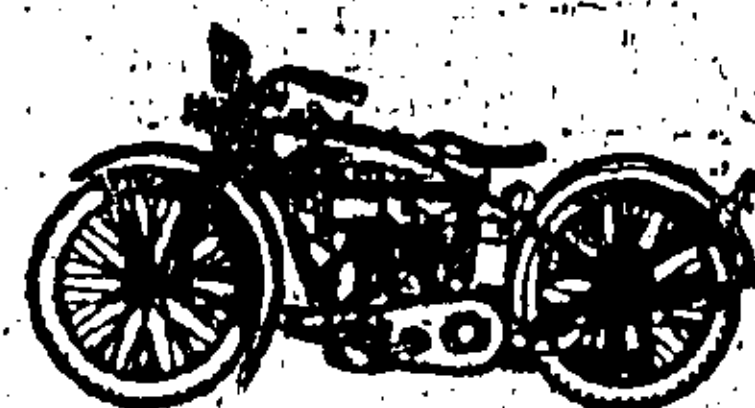


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QUESTIONS FOR THE THOUGHTFUL MOTORIST.

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Is the oil you use made by lubricating specialists who know how to cope with the 1927-28 problems of engine design and driving conditions?

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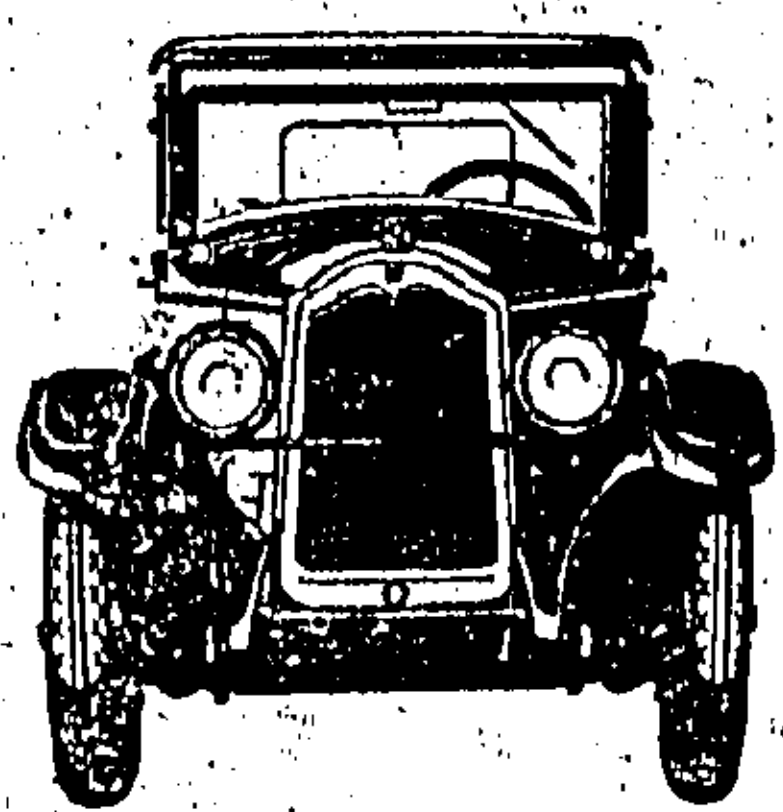
Gargyle Mobiloil is made by the organisation which has devoted the longest and most intensive research to lubricating matters. The Mobiloil Board of Engineers, in constant personal touch with every automobile plant, determines the qualities that the different grades of Gargyle Mobiloil should have, and the Mobiloil offered to-day is produced specifically to meet to-day's driving conditions.



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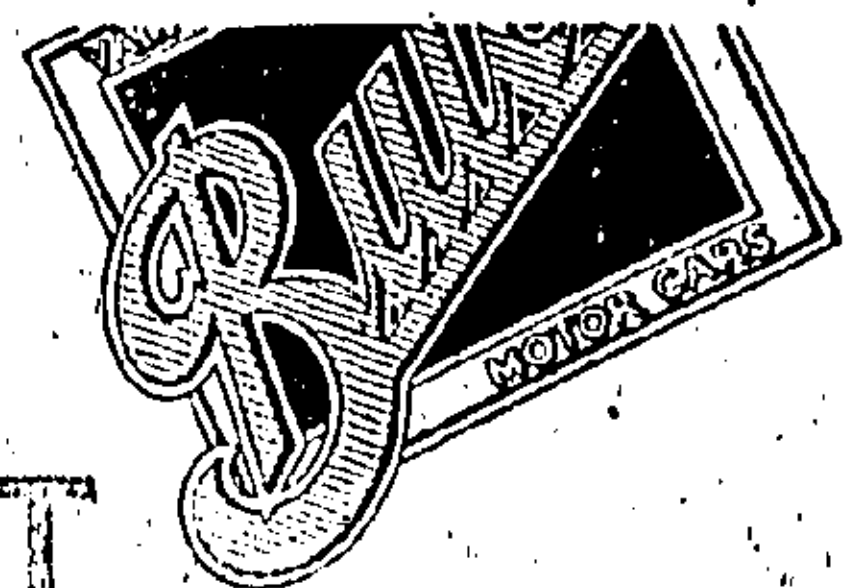


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39. Chrysler's Smartness of Line.
40. Exclusive Colour Combination in great variety.

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Quality
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Chrysler's sensational rise from 27th to 3rd place in sales in 42 months is the result of a phenomenal public preference that has continuously demanded a record-breaking volume of quality motor cars.

Chrysler's tremendous production and rapid growth are the direct results of public recognition of values and savings which only Chrysler Standardised Quality can provide.

You will then instantly recognise why Chrysler cars—by the most astounding price savings which result from a huge and rapidly growing public demand—are today more than ever the most marvelous motor car values in their respective price classes.

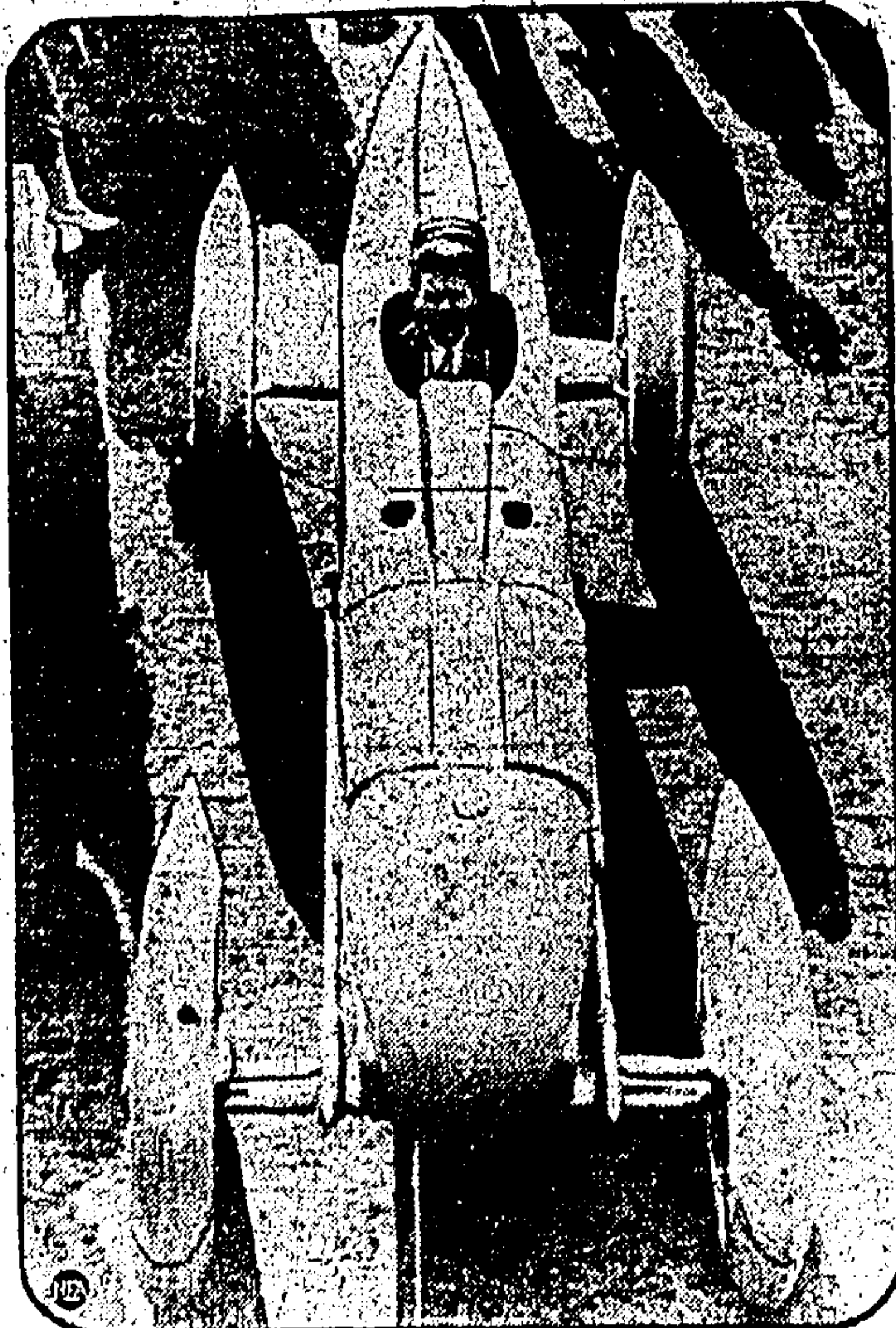
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RACED INTO THE SEA.



The above picture shows the bullet-like Stutz racer in which Frank Lockhart, American speedster, competed in the international auto trials on Ormond-Daytona Beach, Fla. Below is told how he raced into the sea.

Daytona Beach, Feb. Mr. Frank Lockhart, the American motorist and Capt. Campbell's only remaining competitor in the bid for the world's land speed record, met with a serious accident in attempting late this afternoon to beat Capt. Campbell's record of 206.9 m.p.h., which he set up on Sunday.

Owing to bad weather and poor visibility Mr. Lockhart drove his Stutz car Black Hawk into the sea. He went into the water a distance of 40ft. and the car turned over twice, finally pinning him beneath it.

It took ten minutes to get Mr. Lockhart out of the water and the car, and although he was injured he was conscious when taken to hospital.

The car at the time of the accident is estimated to have been travelling at a speed of 225 miles an hour.

Ribs Fractured.

Later, Mr. Lockhart was said to have suffered several fractured ribs and a broken leg, but the extent of his injuries was not immediately known.

It was necessary to obtain steel drills to cut away the metal before Mr. Lockhart could be removed.

A derrick had to be used to get Mr. Lockhart and his car out of the water.

The car was wrecked. It was the smallest of those at Daytona Beach for the speed records. Its engines were fitted with superchargers and developed 400 h.p. A feature was the elimination of the radiator by cooling the water from the cylinders in an ice tank.

On Monday Mr. Lockhart made a speed of 200 miles an hour.

RUBBER IN SPRING MOUNTINGS.

Eliminates Squeaks and Rattles.

New uses for rubber, heretofore confined chiefly to tyres, have been found by Chrysler.

As in tyres, the uses, to which Chrysler has put rubber improve the riding comfort of its cars. More than that, these uses kill squeaks and rattles, eliminate lubrication at the points where rubber is utilized, deaden vibration sounds and eliminate the destructive contact of metal with metal. The result is greater passenger comfort and longer car life.

First developed for its Imperial "80," and until the last few months found only in cars of the highest luxury type, rubber spring mountings have been passed along by the operation of Chrysler's Standardized Quality principle to other Chrysler models, the "72" and "62." Their remarkable enhancement of riding ease was thus made available for the first time in the moderate priced automobile field. Metal shackles are entirely dispensed with, spring ends being anchored in blocks of live rubber.

In addition to this use in spring suspension, rubber is effectively applied by Chrysler engineers in other ways to insure quiet, long-lived operation and a high degree of passenger comfort. Among the uses of rubber recently devised by them is its application to cushion engine mountings, also a development primarily for Imperial "80" cars, and transmitted from them to the other Chrysler models. Here, also, direct metal-to-metal contact is obviated, sound vibrations are kept from passing through the frame into the body of the car, and much improved riding ease is achieved.

To assure the maintenance of the high quality demanded by Chrysler standards, a specially designed and highly ingenious machine has been added to the company's laboratory equipment, by which all shipments of rubber received are subjected to rigorous tests. With this machine, its tensile strength is definitely determined. Rubber intended for use in Chrysler cars must stretch at

NEW MOTOR INVENTED BY SWEDEN.

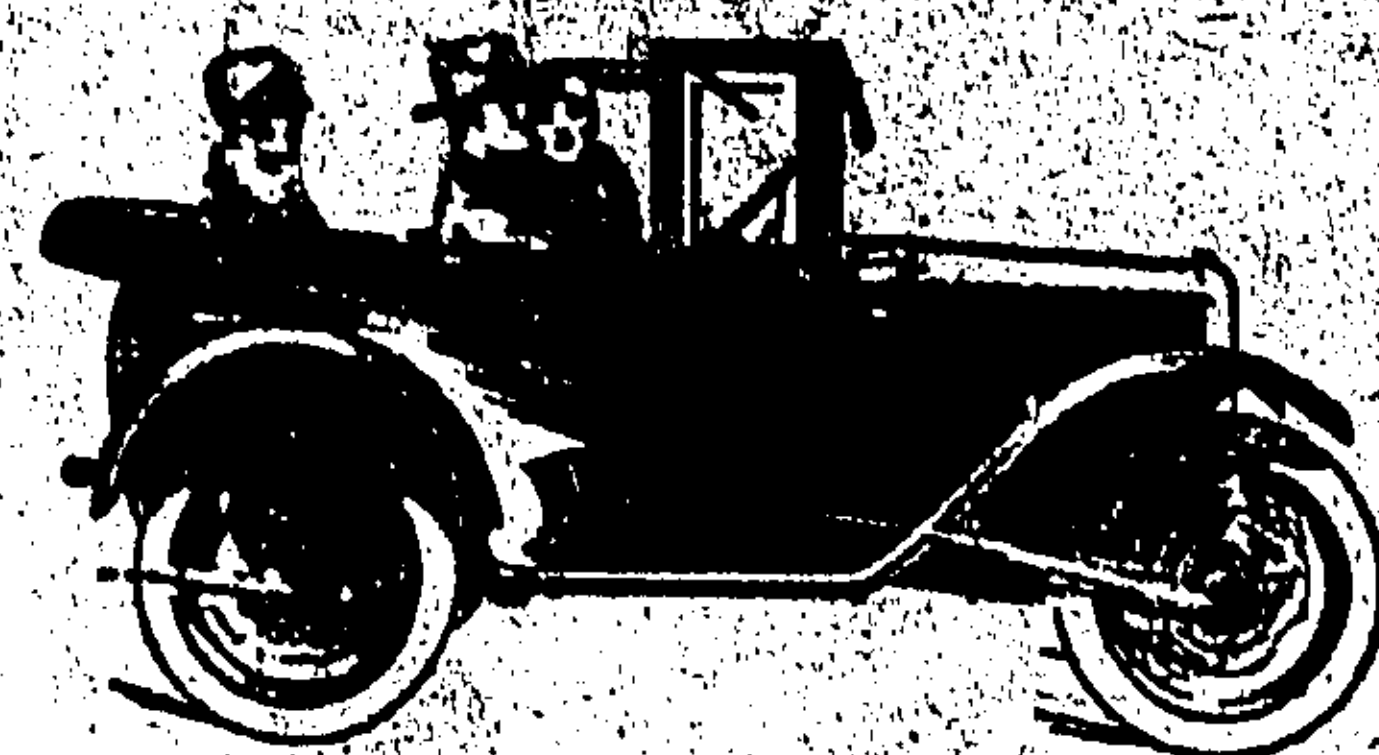
Simplified Construction Gives Big Advantage.

A Swedish engineer, A. Wennerby, in Gothenburg has completed and practically tested a new type of two-stroke high-speed motor of a highly simplified construction. According to statements by the inventor, the new motor can be run on both light and heavy fuel oils. Many delicate and expensive parts have been eliminated. It has no valves, and the piston does not enter the crank case as in ordinary motors, whereby more effective lubrication is made possible, as the viscosity of the lubricating oil in this way is not affected by the heated piston surface.

The simplified construction of the various parts gives the motor greater resistance and durability. The motor starts instantly, runs smoothly and noiselessly, and its speed can be regulated from 100 to 2,000 revolutions. In trying to eliminate the drawbacks of previous construction the inventor has adopted an outside carburetor instead of an inside one, and has been able to shorten the proportional length of the stroke, which is 100 millimetres with a cylinder diameter of 120 millimetres.

The speed of the piston has been reduced and is 2 1/2 metres per second, or about half of the speed in previous two-stroke motors. The present motor has only one cylinder, but it can also be made with two or more cylinders for the use in boats, for railway transportation, automobiles, etc., with a capacity ranging from about two to 500 h.p. or more. The test model has 10 h.p., but is considerably smaller and lighter than other motors of the same strength. A Swedish company is being organized for the exploitation of the new invention.

least 620 per cent. before it will break, and at the moment of snapping it must show a strength of at least 3,500 pounds per square inch—a resistance far in excess of any strain that would ever be put on it in actual driving.



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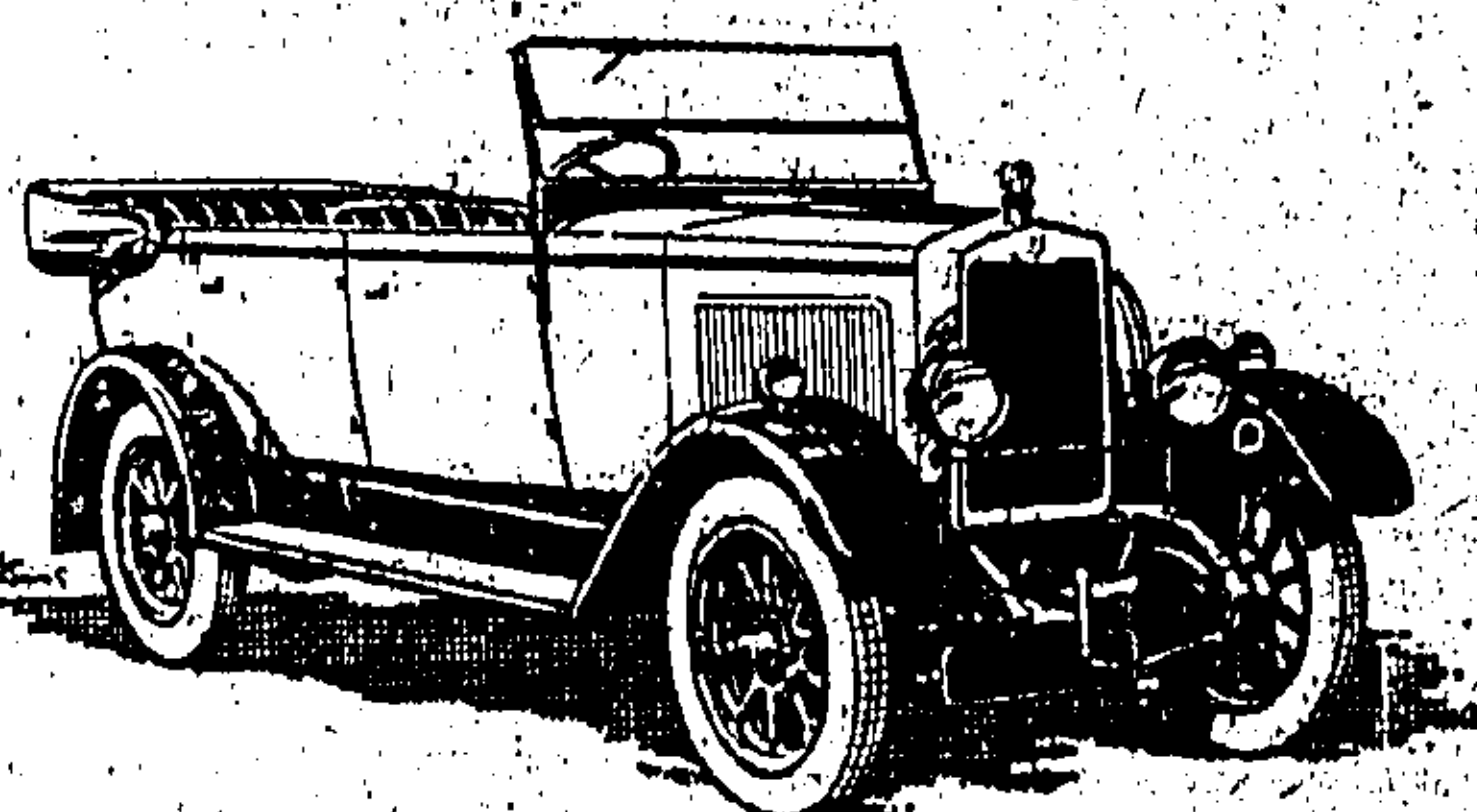
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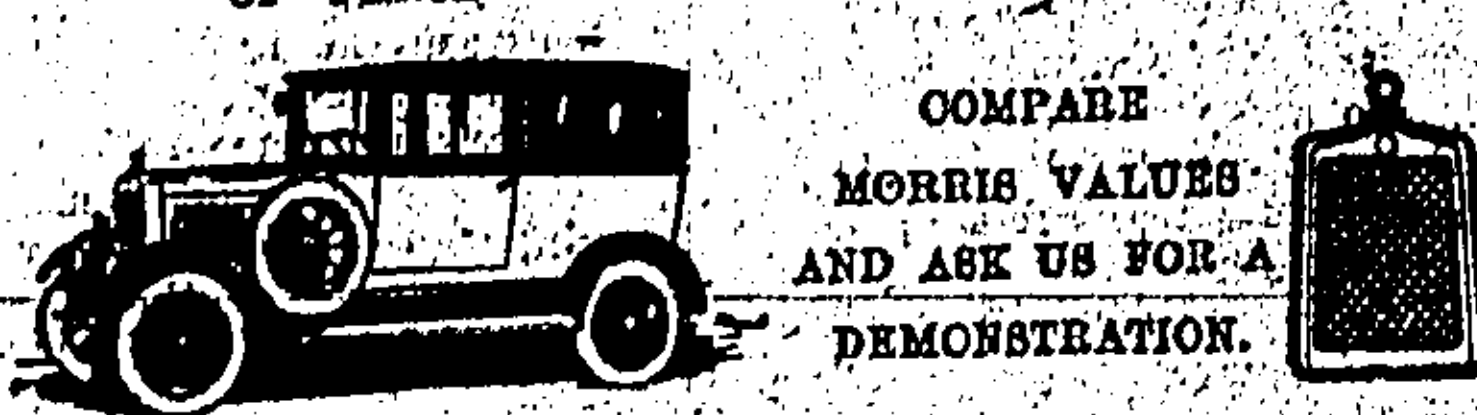
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SALOON	4 Seater	215	255	—
MORRIS-OXFORD 13.9 H.P.				
48" TRACK—106 1/2" WHEELBASE.				
ROADSTER	4 Seater	210	240	—
TOURING	4 Seater	225	260	15
COUPE	2 Seater	230	270	—
SALOON	4 Seater	250	290	20
LANDAULETTE	5 Seater	285	330	—
MORRIS-OXFORD 15.9 H.P.				
56" TRACK—114" WHEELBASE. (4-speed gear)				
TOURING	5 Seater	315	355	—
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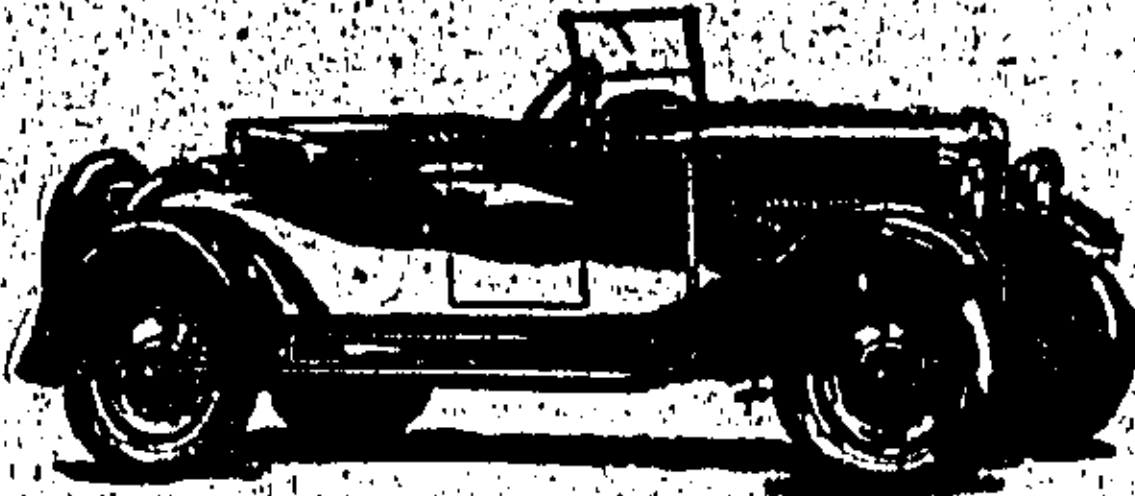
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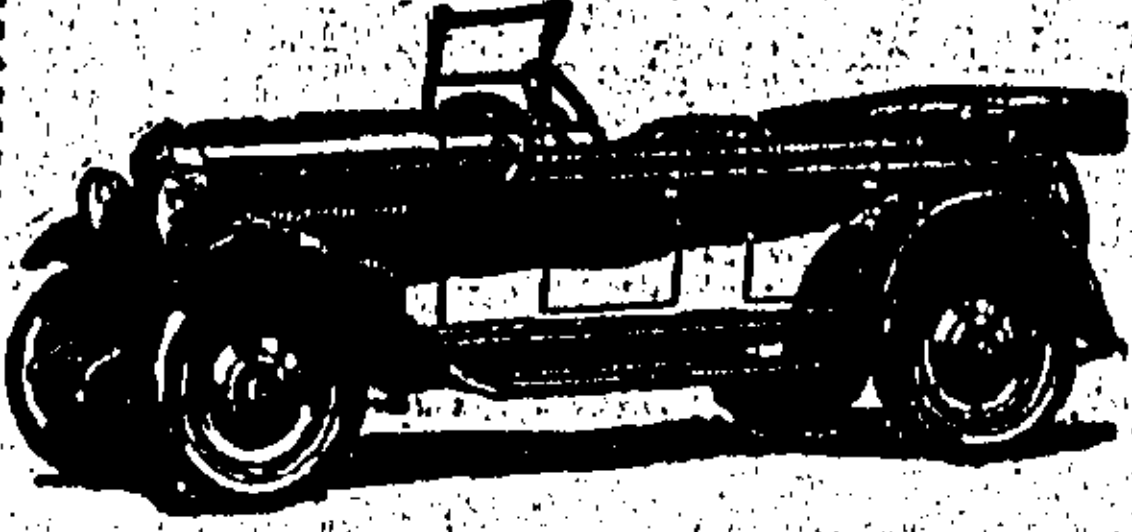
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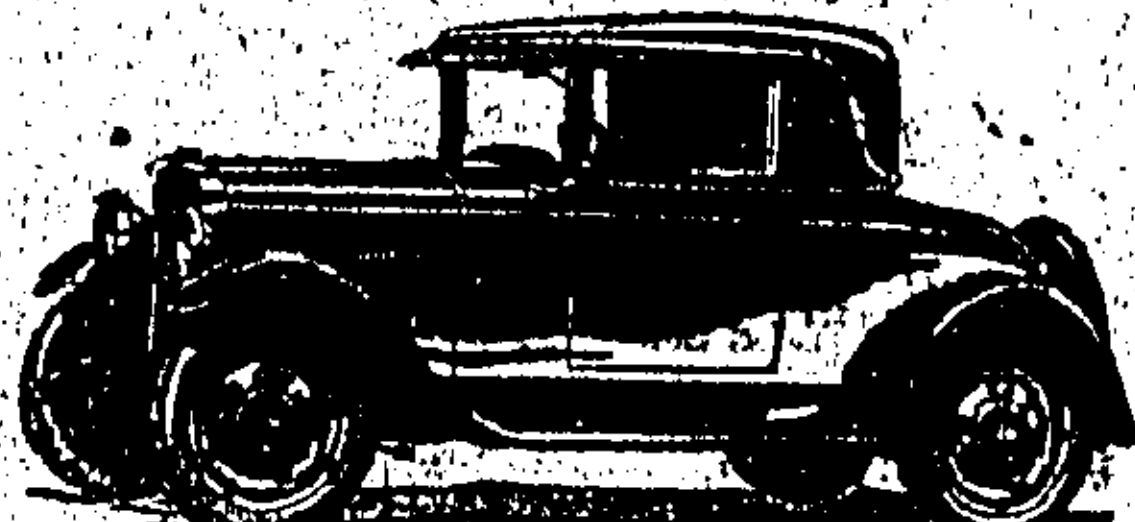
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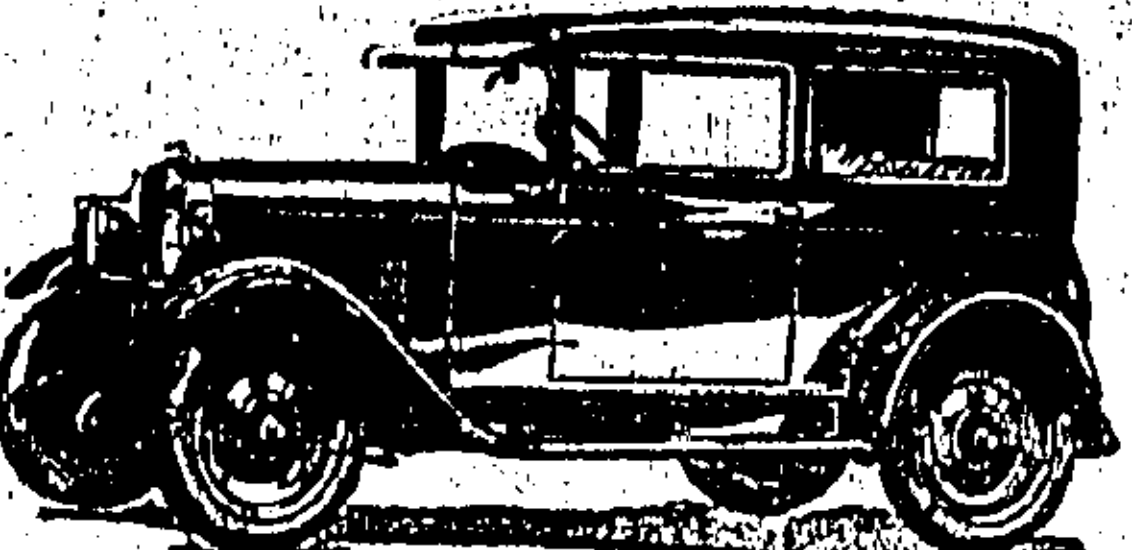
TOURER
f.o.b. Factory
G\$540
DELIVERED
Hongkong
G\$770



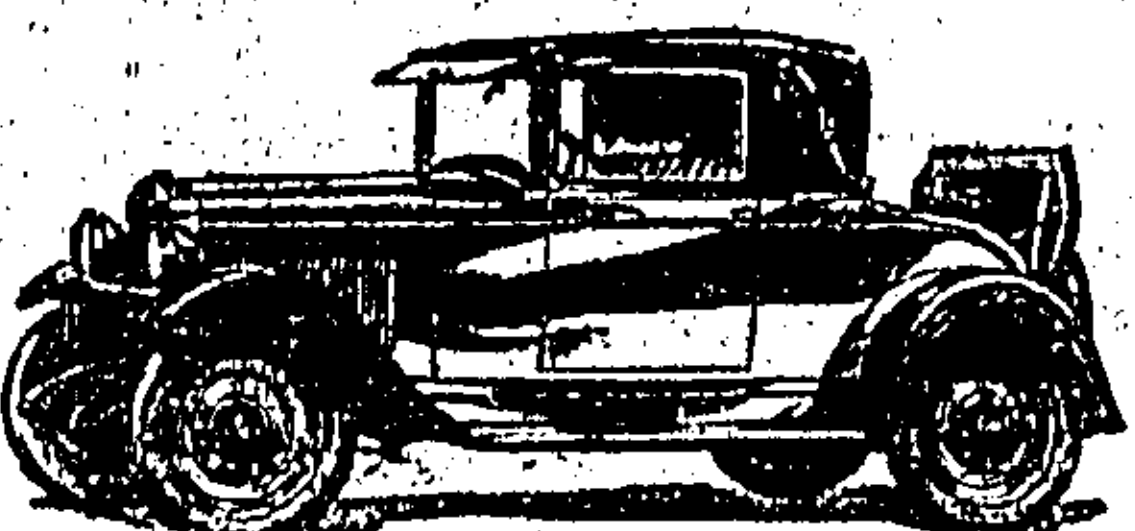
COUPE
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G\$910



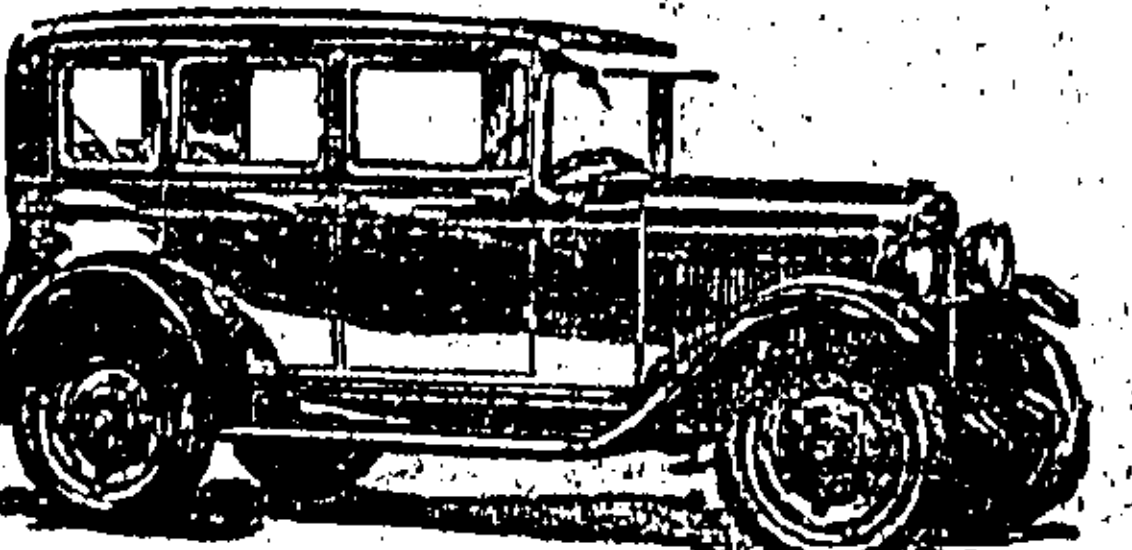
COACH
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DELIVERED
Hongkong
G\$900



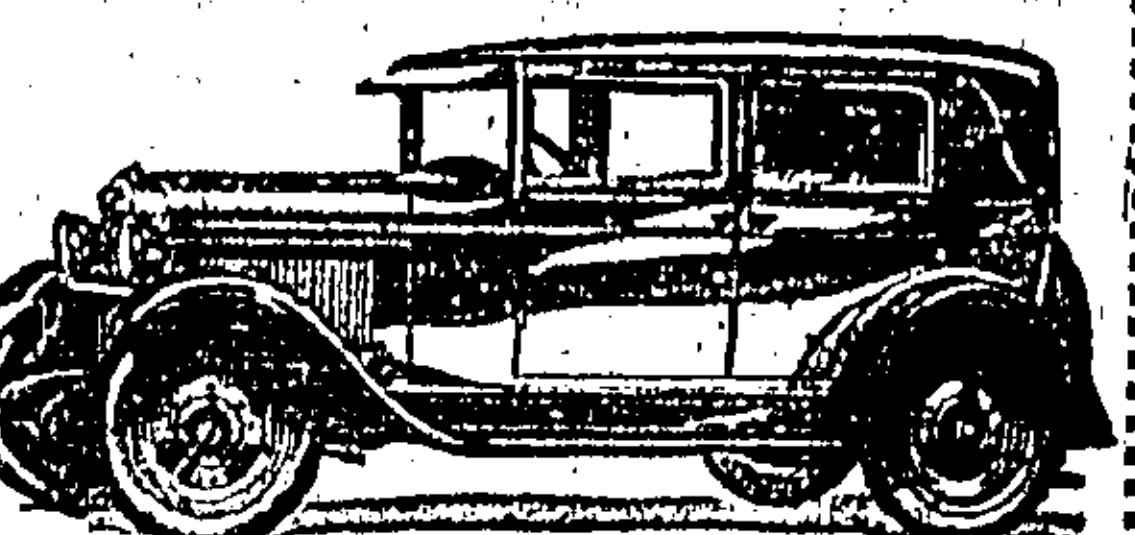
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ISLAND REFUGES.

In the interests of road traffic and pedestrians, the Automobile Association has been successful in getting a number of new island refuges erected. In one or two cases, island refuges have been moved to sites more convenient for pedestrians crossing the road, and less obstructive to traffic. A double gain!

MORE AUTOS THAN PHONES.

Statistics show that there are more motor cars than telephones in use to-day. The automotive industry now surpasses the steel business, the clothing and the telephone industry in size. It has become the world's most important commercial activity except providing food, clothing and shelter for humanity.

MAN WHO SOLD MILLION CARS.

A Wizard of Organisation.



Detroit, Feb. 15.—A short, wiry, pepper-haired man of 49 is traveling this country putting human personality into the otherwise dry and matter-of-fact subject of automobile selling.

So great is his success that in less than four years he has developed a fast declining product into what is to-day one of the most popular automobiles on our streets.

This man is R. H. Grant, vice president in charge of sales of the Chevrolet Motor Company. Slight in stature and presenting little outstanding appearance, he nevertheless radiates dynamic personality as soon as he appears before a group. His dark eyes flash vividly from behind a pair of horn-rimmed spectacles while his small, thin-tipped mouth speaks the frank confidences on which he has built a remarkable organization.

How he got that way he doesn't know. "I must have been born that way," he suggests. "At least I never knew it was in me until one day I had to get up and make a speech."

First Speech Was Best.

That was about 23 years ago, when he was "inside man" in the department store service of the National Cash Register Company in Dayton, O. A group of credit men from Chicago had arrived and his superior, who was to address them, failed to appear.

"So I had to make the speech," Grant says. "It had to be extemporaneous, for I hadn't expected to talk. But I was full of my subject, and to my surprise I found I could talk."

"I never made a better speech in my life." That speech started Grant on his career as one of the most successful sales organizers in the country. To-day he is a salesman to salesmen, a brilliant psychologist and one of the highest paid executives in General Motors.

Grant hadn't prepared for his sort of life. He had taken only a general course at Harvard, from which he was graduated in 1901. But one subject there intrigued him most. That was "English 18" under Prof. George Baker, now of Yale.

"That course, I found later, had a terrific influence on me," Grant comments. "For in it I learned that if you aren't logical, if you can't prove your case conclusively, you can't get very far. This affected me so much that I always have made it a point to have a clear and obvious case to present to my audiences, if I want to convince them I am right."

Was a \$23-a-Week Clerk.

On the strength of this, Grant moved upward from a \$23-a-week clerk in 1904, for the National

Cash Register Company in Dayton, to general sales manager in 1913. His logical mind and his insistence on conclusive facts before venturing out with a new proposition, he feels, helped him upward. On this basis, he developed the tremendous department store business of the cash register company.

In 1916, Grant became general manager of the newly-formed Delco-Light Corporation, which Col. E. A. Deeds and Charles F. Kettering, now president of General Motors Research, formed. In two years, Grant had Delco-Light entering a volume of 10,000,000 sales! He had established a firm distributing organization.

General Motors took over Delco-Light in 1920 and shortly after merged it with Frigidaire of Detroit. Before trying to sell Frigidaire, however, Grant had it perfected from a water-cooled job to a more efficient air-cooled product. Then he organized the sales force and began expanding this business, when he was drafted for the rescue of Chevrolet.

"That was in February, 1924," he recalls. "Chevrolet then was in pretty poor shape," and how well do the motorists know it. But he had the engineers correct the faults of the car and improve it even further. Then, again, he set out creating a sales organization that now is a marvel of unified thought and action.

To a Million in Three Years.

In 1924, Chevrolet's sales were 250,000. Last year, only three years later, they were a million. This year, Grant expects to sell another million Chevrolets despite the threats of competitors.

How he does it is by constant application to his work. He has traveled more than 50,000 miles last year, more than twice around the earth, meeting Chevrolet dealers and salesmen, inspiring them with his dynamic personality and radiating confidence and fair play.

Grant never took a course in salesmanship or in psychology. But he is a master salesman and a keen student of human nature. The success of Chevrolet lies in his mental attitude and the inspiration he hands on to others.

"Most men you come into contact with," he says, "can be improved. They are susceptible to good leadership. Therefore, the person who indicates leadership, who can be depended on, who has the courage of his convictions and won't fail in time of stress, can get others into a condition where they will strive to do better."

That's R. H. Grant describing himself. "A good leader," he goes on, "must insist on certain standards and he must show, by example, what ought to be done."

COOLING VALVES.

Internal Use of Salt.

One of the difficulties confronting the designer of engines of high efficiency and of correspondingly high compression is the adequate cooling of the valves. There is not a great amount of metal in the ordinary valve stem, and the heat is usually concentrated at the head. Adequate water-jacketing of the valve seats helps considerably, chiefly in avoiding excessive distortion of the seat. It must be remembered, however, that the valve is off its seat for a considerable portion of the working cycle.

A new idea has now, however, been developed in America, the valves being internally cooled by salt. Each valve has a hollow stem, the hollow extending well into the head, and this stem is partially filled with special salt which becomes molten at the operating temperatures of the engine. The rapid reciprocation of the valve agitates this molten salt and results in the mechanical transfer of heat from the valve head and seat to the valve stem, where it is dissipated to the valve guides, cylinder block and the air, which is usually oil-mist laden, in the tappet chamber.

With such a radical departure in the method of cooling we are inclined, says *The Commercial Motor*, to wonder what the next step may be. Perhaps the future may see the whole engine cooled by some method allied to this, in which a mixture, normally solid will become fluid under working conditions. Such a method of cooling would entirely obviate freezing, and there would be no possibility of leakage occurring except when the engine was running.

THE NEW FORD.

The Fordor Sedan.

The Fordor Sedan is the de luxe car of the new Ford passenger car line and has many features that are new and exclusive in low priced cars.

It is distinctive from the other Ford passenger cars in exterior appearance. The cowl sweeps down in a graceful curve to a narrow belt moulding which runs from the front of the hood on a straight line back and around the car. This gives the body a long, low effect.

Another feature that adds much to the exterior appearance is the roll belt effect below the windows and which rolls down to the narrow moulding.

The top and rear quarter, which has rounded corners, are covered with a greylin coated material of a tan shade, in pleasing contrast with the body colours.

Nickel-plated windshield frame and a nickel-plated moulding at the junction of the cowl and hood are other bits of refinement which add materially to the attractiveness of the car. Ventilators in the lower panels of the cowl on either side are another feature.

The interior of the car has a strikingly rich and inviting appearance. The trimming is of tan effect with deeply cushioned seats upholstered in soft tan striped cloth, a highly effective combination. The cushions are of the lounge style with over-stuffed plain panels. Arm rests in the rear compartment are another convenience.

A feature of the rear quarter, which adds to shoulder room for passengers, is that the lining is recessed from the door pillars, giving the additional room which is lost when the trimming is brought back on a straight line from the pillars.

Seats in both compartments are deeply cushioned, wide and most comfortable.

The attractiveness of the interior is further enhanced by the use of embossed panelling on the doors and around the ends of the seat. This is a decidedly distinctive touch, such as might be expected only in custom built bodies.

An oval bow light in the rear compartment and a swinging robe-rail are other pleasing and serviceable features.

The hardware is all nickel-plated in a conservative style of scroll effect and is all of uniform design in harmony with other interior trimming.

TESTING THE HORN.

200,000 Blasts Wanted.

Just outside the laboratories of Chrysler's engineering department in Detroit is a small, soundproof building. In it shrieking, shrill automobile horns keep up their continuous "tooting" day and night. As they wear out they are replaced by others, but not until the performance of each has been mechanically registered for reference.

They are samples of horns supplied by accessory manufacturers. Under the inflexible rule which applies to every part of a Chrysler car, whether that part is produced in the company's plants or elsewhere, even horns must undergo a relentless test to assure their reliability and fitness to contribute to Chrysler owner-satisfaction.

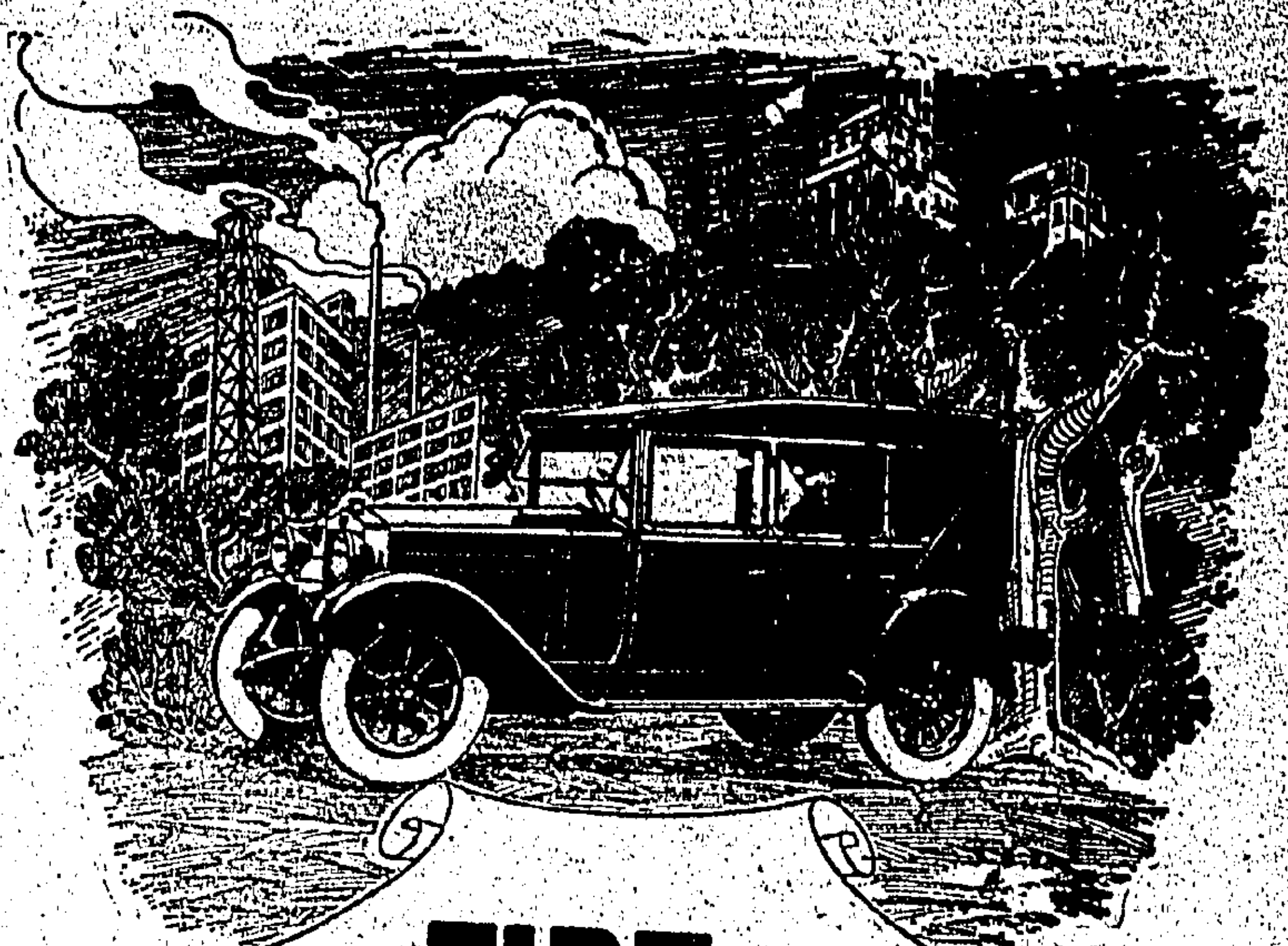
This particular test has been conducted nearly four years. One of its results has been 1900 per cent. improved efficiency of Chrysler horns.

"When we first started to test them," says J. E. Fields, vice-president in charge of Chrysler sales, "the best we could buy would not give more than 5000 blasts without being lubricated or adjusted. By working in our laboratories, and in co-operation with engineers of horn producers, we raised the number of blasts the first year to 25,000. Our present standard is 100,000 blasts without attention of any kind. We are aiming to produce a horn with a capacity for 200,000 blasts and expect to attain that point before long."

The horn test is cited by Mr. Fields as illustrating the unceasing effort constantly devoted throughout the Chrysler plants to attain perfection in every part of its cars.

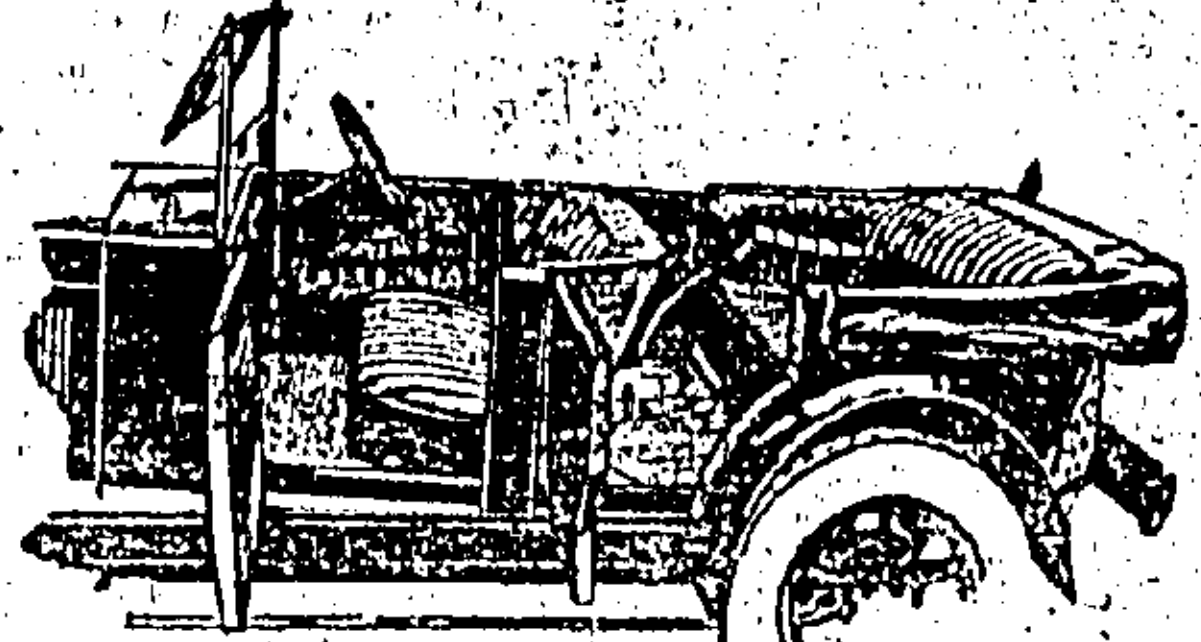
CLEAN AND LUBRICATE.

Because many persons forget to wipe off the nipples through which lubricant reaches vital parts, the grease that is added frequently is diluted with highly abrasive substances picked up from the lubricant connection. Until this is driven out the unit so lubricated is handicapped by the hardest kind of wear. There is only one safe way and that is to clean the nipples thoroughly before and after applying the grease gun.



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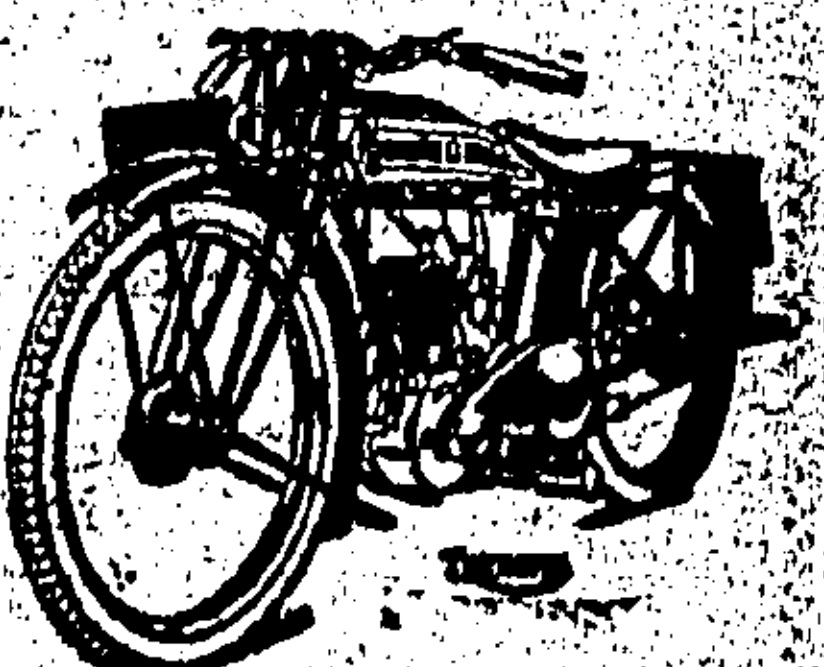
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FOUR CYLINDERS TO ATTEMPT 150!



Here are Wilbur Shaw and the Whippet Four in which he will attempt to set a record for four-cylinder cars. To do it he'll have to skim over the sands of the Daytona Beach, Fla., course at a pace better than 142 miles an hour, this being the mark set in 1912 by Bob Burman, driving a Blitzen Benz. The Whippet Special was assembled in the Willys-Overland factory in Toledo, O., where Shaw completed his experiments. He says he may be able to "do 150" in the Whippet.

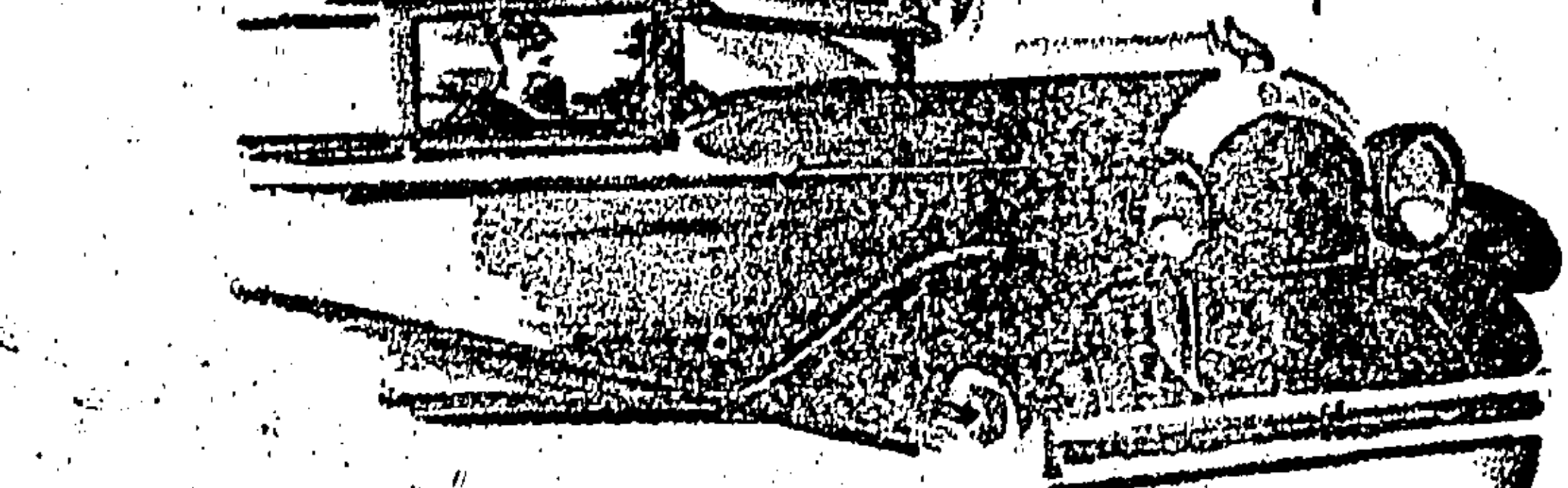
Feel That Surge of Power

Slide behind the wheel of a Chrysler, step on the accelerator and feel that surge of power. The car literally leaps forward, accelerating in an incredibly short time from 5 to 25 miles an hour.

This latent power of the Chrysler is held in leash, just waiting for the opportunity to demonstrate its ability.

Chrysler offers you many distinguished body styles—the choice of exacting motorists all over the world. A roomy, easy-riding car, comfortable for short trips or long tours.

The New "52," the Great New "62," the illustrious New "72," the magnificent New Imperial "80"—a car in each of the four price divisions—yet a Chrysler gives you much more than any other car in its class.



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'52' '62' '72' — 100 h.p. Imperial '80'

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EASIER MOTOR DRIVING.

Standard Controls Wanted.

For some time past, says a Home motoring correspondent, motorists have been wondering when car manufacturers in this country would decide on a standard position for the controls, particularly with regard to the accelerator pedal, and now a lead has been given by the Society of Motor Manufacturers and Traders who represent the interests of the trade in this country.

This body has just issued a recommendation that the accelerator pedal should be placed on the right-hand side of the clutch and brake pedals, that is to say, on the off-side of the car. They also recommend standard positions for the gears when a right-hand change is employed.

It has long been a source of complaint, and it is also asserted that it is a cause of danger, that the various foot pedals which control a car are not always placed in exactly the same order. As far as the brake and clutch are concerned, the position of these has been standardised by many years' custom, but the accelerator pedal, as it is really an interloper on the floor boards, has wandered from one place to another without ever finding a permanent resting home.

The accelerator pedal is a comparatively modern invention, for not so many years ago car engines were controlled by hand throttle alone, which was usually mounted on the steering wheel. When the little pedal appeared it was mounted in any convenient position on the floor boards, and to the present day makers are divided into two main schools, one of which places the pedal between the brake and clutch control, and the other in a line with them on the right-hand side.

The Wrong Pedal.

This practice often causes confusion. A motorist who has to drive more than one car or who has changed his model, may find the transposition of the pedal from one position to the other a source of danger. For instance, the driver who has been used to his accelerator in the middle, between the brake and the clutch, when he changes cars, might, in an emergency, stamp on the accelerator pedal in mistake for the brake with disastrous results.

Another opportunity for standardisation for the convenience of the motorist is that of the gear lever position in the gate for engaging the various gears. For example, in a right-hand change some cars have the first gear position on the left, forwards with the second straight back, the third through the gate forwards, and the fourth back on the outside. Others reverse the sequence, and any number of combinations are adopted, which only result in confusing the driver.

The Society of Motor Manufacturers and Traders, in addition to recommending a fixed position of the accelerator pedal, have therefore recommended in the case of right-hand changes for a three-speed gear box, that the first

THE SUPER-CHARGER.

Increases Engine Efficiency.

Racine, Wis., Feb. 20.—A simple and practical supercharger is now on the automobile market.

The apparatus is not a "super-charger" in the sense that pressure is used to convert fuel into a finely atomized and highly combustible mixture, but the results obtained are similar.

P. J. F. Batenburg, inventor of the super-charger, which he is manufacturing here, says the device is applicable to automobile, aviation, marine and stationary engines.

"The real function of any super-charger," says Batenburg, "lies in breaking up the fuel more finely and in charging all cylinders evenly with a combustible and homogeneous mixture."

"The super-charger refines the output of the carburetor, checks the flow of raw fuel to the walls of the intake manifold, makes starting easier, affords better acceleration, produces better fuel economy, makes engines more flexible and increases all-round performance as a result of the better mixture characteristics."

There are no moving parts to the device. The super-charger or mixer acts as a safety check in preventing passage of raw fuel unmixed with air.

The liquid is taken off the walls of the manifold, mixed with air, the resultant mixture reversed and thrown back as into the centre of the air stream.

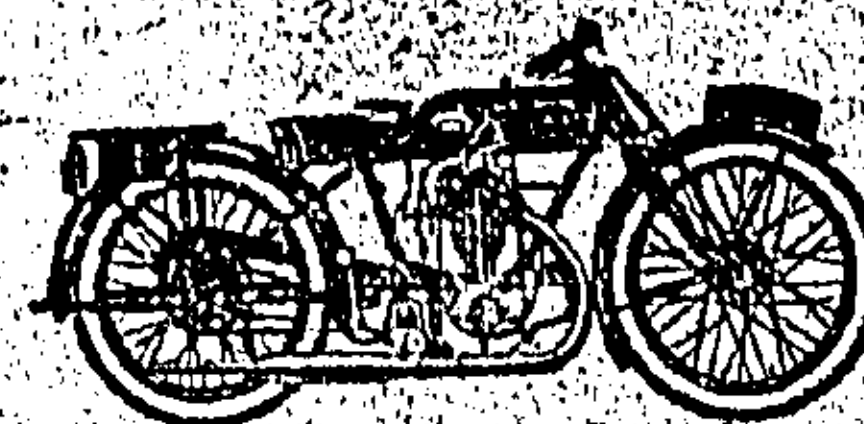
A "catch basin" saves much of the fuel that is ordinarily wasted. Superfluous fuel not immediately needed by the engine is trapped in the basin where it is available at once for rapid acceleration.

The results from the use of this device most quickly noticed are easier starting in cold weather, better acceleration, better fuel mileage, elimination to a great extent of crankcase oil dilution and better general engine performance.

There will be, of course, many dissentients, as motorism is about equally divided as regards the position of the accelerator. Speaking personally, I may say that I prefer an outside pedal for an ordinary touring car, but for racing purposes the central position has many advantages. With regard to the gear position, outside is best in my opinion for the top gear as this is the notch in which the lever is placed most of the time and the lever is then as far away as possible from the driver's leg.

The S.M.M.T. have made no recommendations with regard to central gear changes.

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Enquire about our Hire-Purchase System.

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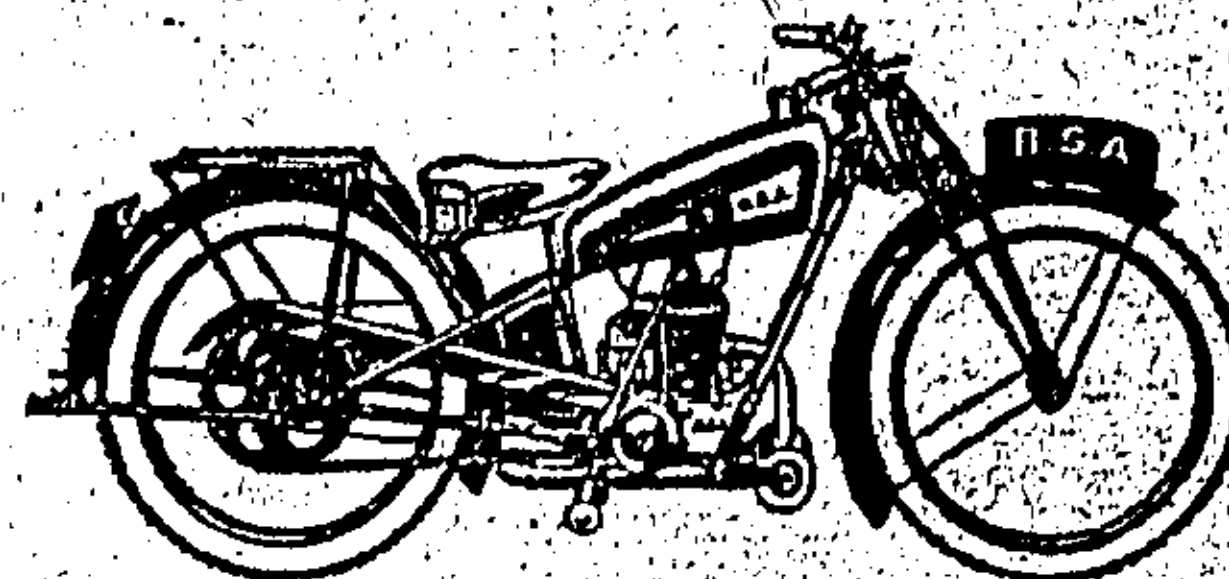
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THE NEW

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HERE IS A NEW B.S.A. MOTOR CYCLE THAT ANYONE CAN LEARN TO RIDE IN A FEW MINUTES, AND RIDE WITH CONFIDENCE, BECAUSE IT IS SO LIGHT, COMFORTABLE, AND EASY TO HANDLE. THE TWO STROKE ENGINE IS EASY TO START, AND VERY ECONOMICAL TO RUN. THIS MACHINE IS FULLY CAPABLE OF DOING LONG DISTANCE JOURNEYS AT A GOOD AVERAGE SPEED, AND IS BACKED BY THE B.S.A. REPUTATION FOR CONSISTENT RELIABILITY.

PRICE COMPLETE WITH ELECTRIC LIGHTING.

\$350.00

SEE THIS MODEL

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THE SINCERE CO., LTD.

SOLE AGENTS.

INNER TUBES.

Intricacies of Manufacture.

The following interesting article on inner tubes is contributed by "Ford Dunlop," an English authority:—

Although it does its work humbly and unseen, the motor tyre tube is the important and indispensable ally of the outer cover. It is not decorated with any pattern; it is an invariable shade of pink; it never gets any praise; it is the first to receive abuse; yet without it the outer cover would completely collapse.

Big tubes, little tubes, thin tubes, fat tubes, all tumble out of Ford Dunlop, England, to the call of the motorists of the world in the shortest possible time, and whose

continual demands for tyres and yet more tyres it is the Ford's job to satisfy.

Fascinating to watch the evolution of a motor tube! There is no gradualness about it; great lumps of resilient red rubber, looking not in the least like a tube, are fed into one end of what appears to be a sausage machine; out of the other end come yards and yards of motor tubes—and that is really all there is to it, although the tubes are not ready for the road just yet.

As soon as they appear from the "sausage machine" they are taken away to be vulcanised. After that each tube is placed on a mandrel, and it goes through the process in its circular form, so that it will lie neatly inside its cover without chafing or being unduly stretched.

When it is taken out of the vulcaniser, the ends are joined up by an ingenious automatic join-

ing machine which vulcanises simultaneously both inside and out; the valve hole is punched and solutioned, and the tube, lying like a pink whitening with its tail in its mouth, re-enters the vulcanising chamber for the completion of the "cure" as the process is called.

After that the value is fixed in position and the tube is inflated ready to be tested. Girl operators slip it over the spokes of a large rimless wheel, which, first stretching it to its correct size, carries it under water, while the girls watch with eagle eye for any of the tell-tale bubbles that mark imperfect work.

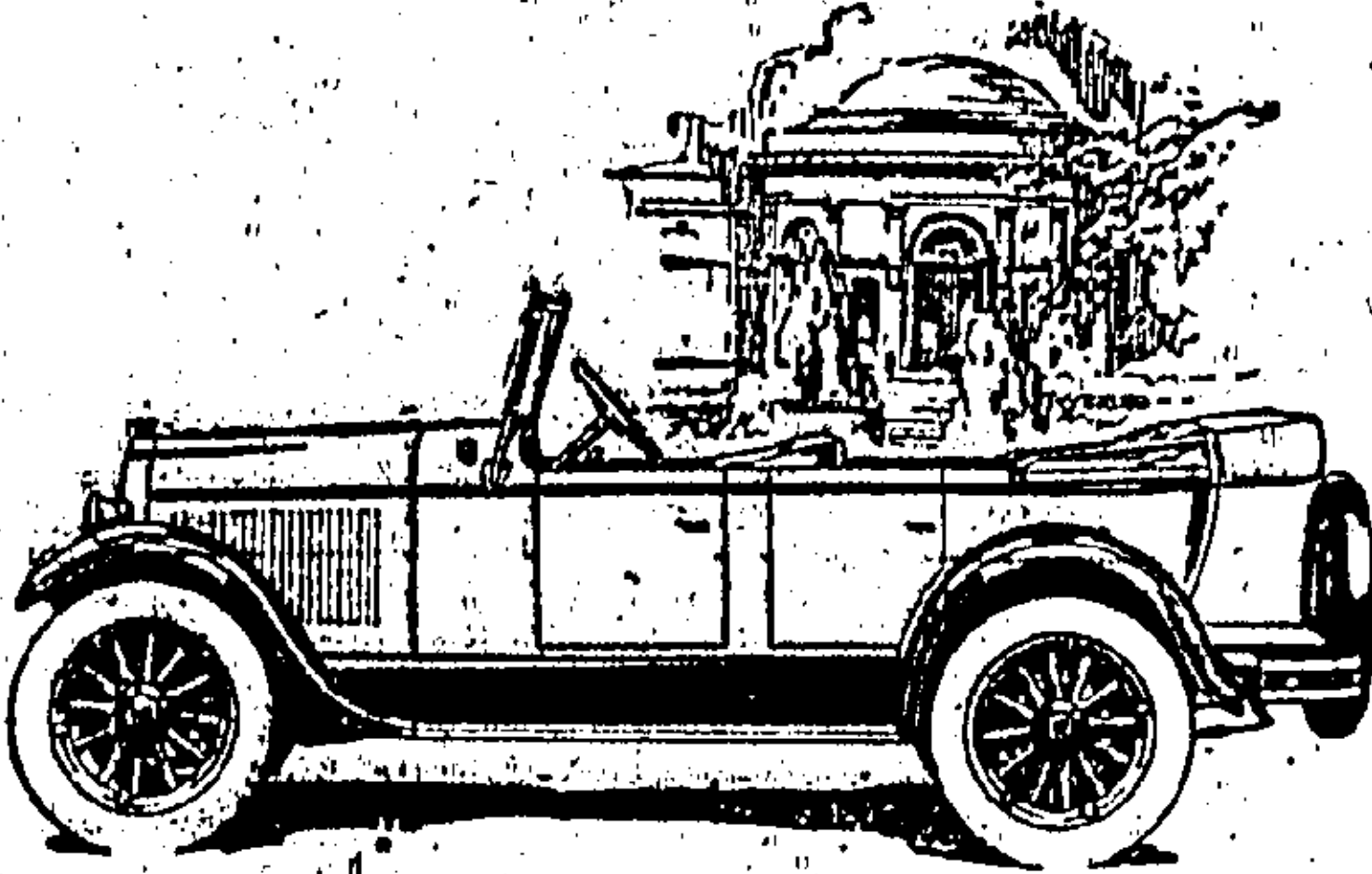
South a tube is rejected; while the perfect ones are deflated, marked with their size, packed, and sent into the stores.

From there, of course, they go to the world over; travelling in partnership with their outer covers, many a mile in many a queer quarter of the globe.

OLDSMOBILE SIX

PRODUCT OF GENERAL MOTORS

111-inch Wheelbase—19.84 H.P. (R.A.C. Rating)—185 cubic inches piston displacement—1928 models.



Dickey-seat Roadster 4-seater G\$1,175
Touring Car 5-seater 1,175
Sedan (2-door) 5-seater 1,250
Sedan (4-door) 5-seater 1,350

All prices subject to change without notice.

Keen appreciation has greeted Oldsmobile's smart new beauty. Naturally such modish lines and striking colours would win the lion's share of admiration from those who know it only by sight. But every day Oldsmobile performance seizes the attention of those who never knew it before—because you can't know it till you drive the car. This thrilling, smoother performance is the crowning feature of Oldsmobile—the overflowing measure of value now yours at prices lower than ever before.

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Six body style

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Seven body style

THE whole world knows how the Chrysler has won public preference in the four great price fields by initiating vital improvements in appearance, comfort, performance, dependability and long life.

Because of Chrysler's inveterate habit of stepping faster than the procession, the world today expects and receives extra quality and extra value in every Chrysler.

A. LUNG & CO.,

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MOTORISTS VICTIMISED.

Fainting Woman Fraud.

Home motorists were recently warned against a new fraud—the woman who faints by the roadside.

A Daily Mail reader writing from Banton-Bassett, Leicestershire, stated that while driving from Leicester to London he saw a

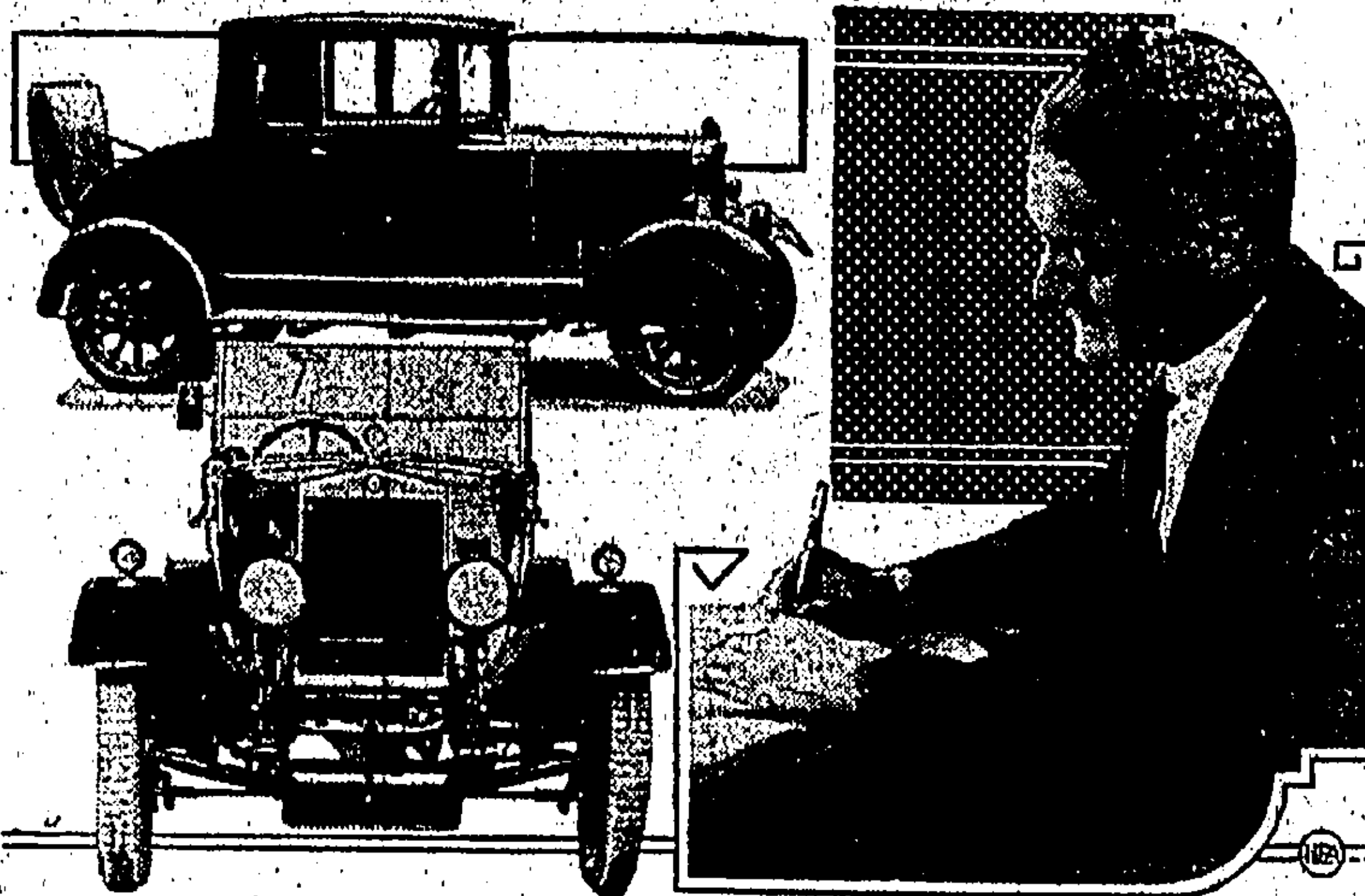
woman lying by the roadside at Newport Pagnell. A man who was with her said she had fainted for want of breakfast. They were given some money.

On the previous Monday he saw the same woman in a faint on the same road, this time between Kibworth and Market Harborough. The same man was there, telling the same story.

A Daily Mail reporter has also reported that he saw a woman faint beside his car. This was on the Leicester-London road at Dunstable. Her breakfast was at his expense.

THE HENRY FORD OF ENGLAND.

An American Appreciation of Mr. W. R. Morris.



W. R. Morris, the Henry Ford of England, and two of his famous products—the Morris-Cowley coupe, above, and side view of the Morris-Oxford roadster, below.

London, Feb. 24.—By introducing American mass-production methods W. R. Morris has won general recognition as the Henry Ford of England.

Only in his early forties, looking as youthful as many half his age, he is conceded the leadership in England's automotive field. There are 62 automobile manufacturers in this country, yet Morris alone last year produced almost as many cars as all the rest of them together.

This is the vast undertaking of a single man, unscientific as college-bred engineers go, untutored except in the work-a-day experiences of his life, unaided in his rise to fame and fortune.

At the beginning of this century, shortly after the automobile had been introduced, Morris found himself working as a mechanic and repair man for a bicycle dealer. He hadn't had much schooling, especially in the technical mysteries of automotive or gasoline engines. Yet he early realized the great significance of this new mode of transportation.

Built his First Engine.

So young Morris studied the construction of this new form of power and soon had an entire motorcycle engine built with his own hands. Tinkering around with this first engine, Morris wasn't long in deciding what his next step should be. He opened up a garage in his home town of Oxford.

That garage has grown into a tremendous plant where the two

better grades of his automobile products are turned out. Small as his first profits were, they started Morris on his present undertaking.

By 1912 Morris was manufacturing about 400 cars a year. When the war came he had to suspend operations and turn his entire plant over to production of war materials.

But no sooner was the war over which he resumed operations on a larger scale than before. In 1920 he produced 357 automobiles, still quite a small showing. But the very next year he jumped to a production 2927 cars and since then he has been increasing his production by enormous leaps.

Produces 60,000 Cars.

Last year, as a result, Morris' production was 60,000 cars, almost half the total production of all England.

Success for Morris is founded on the same ground as that for Henry Ford. He too has built a low-priced automobile by cultivating American practices and standards.

At the large plant in Cowley, about 50 miles from London, Morris' lowest priced car is produced. At Oxford, his medium and highest-priced products are made. There are still some American cars in England that are even cheaper than the Morris-Cowley, but no British car can compete with it in price.

Besides his plants at Cowley and Oxford, Morris has a large en-

gine production plant at Coventry, not far from Birmingham, which is the centre of the British automobile industry. These three plants represent an investment of \$15,000,000.

Has Many Interests.

Yet Morris hasn't been content with this. He has spread out to related fields, and so has major interest in a steel body firm organized by an American body construction company, in a lacquer factory, in a commercial car plant, in a French branch, and in the reorganized Wolsey Motor Company, which he had bought for \$3,000,000.

The garage company that interests Morris furnishes a little insight into the man's methods and compares him favorably with Henry Ford. It builds portable garages especially to fit Morris' cars! They are cheap, good-looking and highly serviceable.

Besides this "stunt," Morris has helped the sale of his cars with his own system of financing installment purchases on an easy payment plan and with the additional inducement of free insurance for one year.

Morris has adopted American methods even to the advertising and sale of his cars. He is a great believer in national advertising on a large scale and fills the newspapers and magazines with his ads. He has gone strongly into the export business and already sends out 10 per cent. of his production, mostly to Europe and the British dominions.

ETHYL SPIRIT.

Home Secretary's Statement.

A special investigation into the effects of tetra-ethyl lead in petrol is likely to be undertaken by the Government's Department of Scientific Research.

This is the essence of answers by the Home Secretary, Sir William Joynson-Hicks, in the House of Commons, recently.

Commander Kenworthy (C. Hull) asked the Home Secretary what steps he had taken to ascertain that no ill-effects resulted from the use of such petrol, especially in large cities, and whether he was aware that stringent regulations had had to be imposed on the use of this fuel in America.

No Injury in U.S.

Sir William Joynson-Hicks replied: The effect of the use of this substance on the public health is a matter outside the jurisdiction of the Home Office, but in view of the possibility that special measures might have to be taken for the protection of factory workers, the Department has been following closely the investigations which have been carried out in the United States, and I understand that no evidence has been discovered there of injury being caused to the public.

It is not the case, so I am informed, that any regulation has been imposed in the United States on the use of this substance, but instructions are issued by the company supplying it, and the same thing is being done in this country. I may add that the

effect on workers engaged in occupations in which there is any likelihood of their being exposed to risk from the use of this substance is being, and will continue to be, carefully watched. So far, no case of lead poisoning has occurred.

Scientist's Warning.

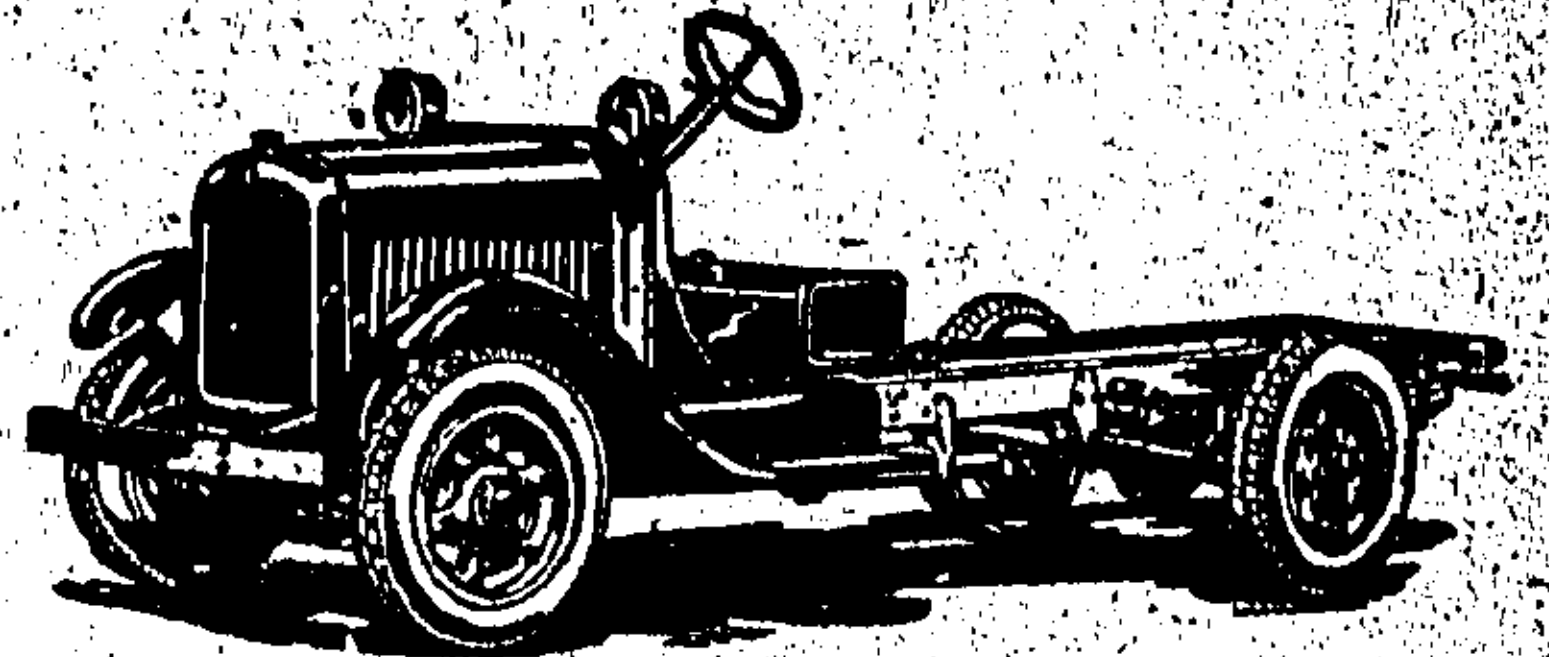
Commander Kenworthy also asked the Home Secretary whether he had seen a letter from Sir William Pope, the eminent chemist, recently, in which he gave a grave warning against the use of this substance.

The Home Secretary: I know of that warning. I have given a very careful answer. This is a new substance and we are keeping it under most careful consideration and investigation at present. If anything of that kind is discovered I need hardly say I will deal with it.

Commander Kenworthy then asked the Home Secretary whether he was aware that in the United States five deaths and thirty cases of poisoning had occurred in a factory. Was he confining his attention to the dangers to factory workers, and was the Government

GENERAL MOTORS (G.M.C.) TRUCKS.

(POWDERED WITH BUICK 6-CYLINDER ENGINES).



This entirely new line of General Motors (G.M.C.) Trucks is powered with the famous Buick 6-cylinder Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types:—

Model:	Wheelbase:	Payload capacity:	Delivered:
T-20-A	152" chassis	3,000 pounds	G\$1,545
T-20-G	150" chassis	3,000 pounds	G\$1,465
T-40-T	125" tractor	5,500 pounds	G\$2,355
T-40-A	136" chassis	5,500 pounds	G\$2,275
T-40-B	150" chassis	5,500 pounds	G\$2,205
T-40-C	162" chassis	5,500 pounds	G\$2,310
T-40-D	175" chassis	5,500 pounds	G\$2,400
T-40-E	188" chassis	5,500 pounds	G\$2,450
T-50-T	123" tractor	6,000 pounds	G\$2,455
T-50-A	136" chassis	6,000 pounds	G\$2,380
T-50-B	150" chassis	6,000 pounds	G\$2,405
T-50-C	162" chassis	6,000 pounds	G\$2,420
T-50-D	175" chassis	6,000 pounds	G\$2,500
T-50-E	188" chassis	6,000 pounds	G\$2,550

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons. All prices and specifications subject to change without notice.

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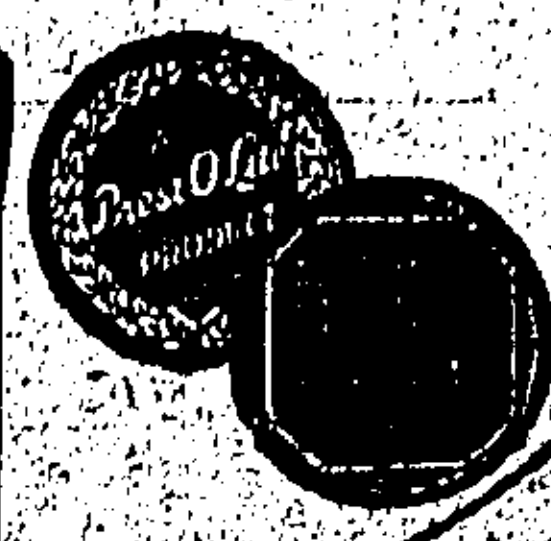
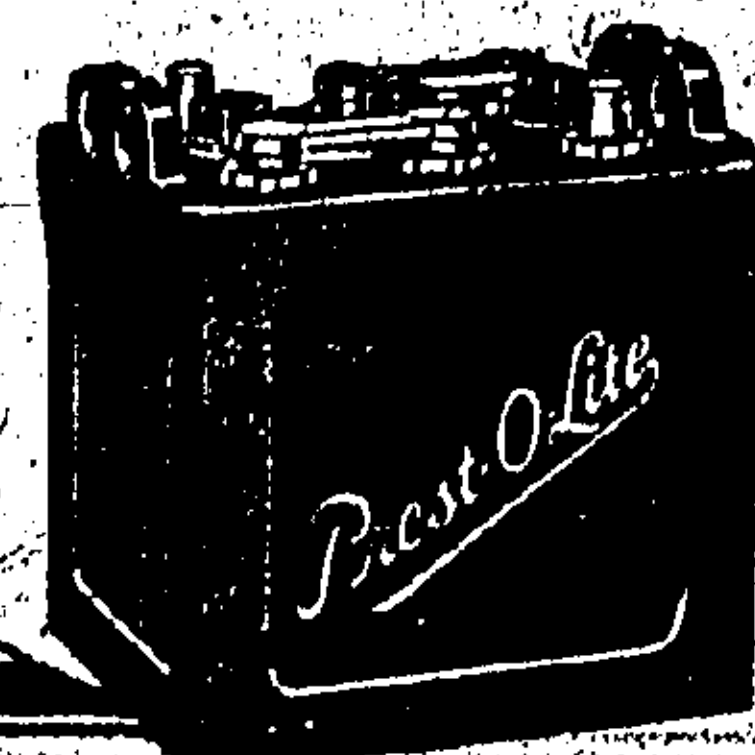
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When you buy a Prest-O-Lite Storage Battery you not only get a well known battery of the highest quality, but you get it at a price lower than ever before—a price no higher than that charged for cheaply made batteries of inferior performance.

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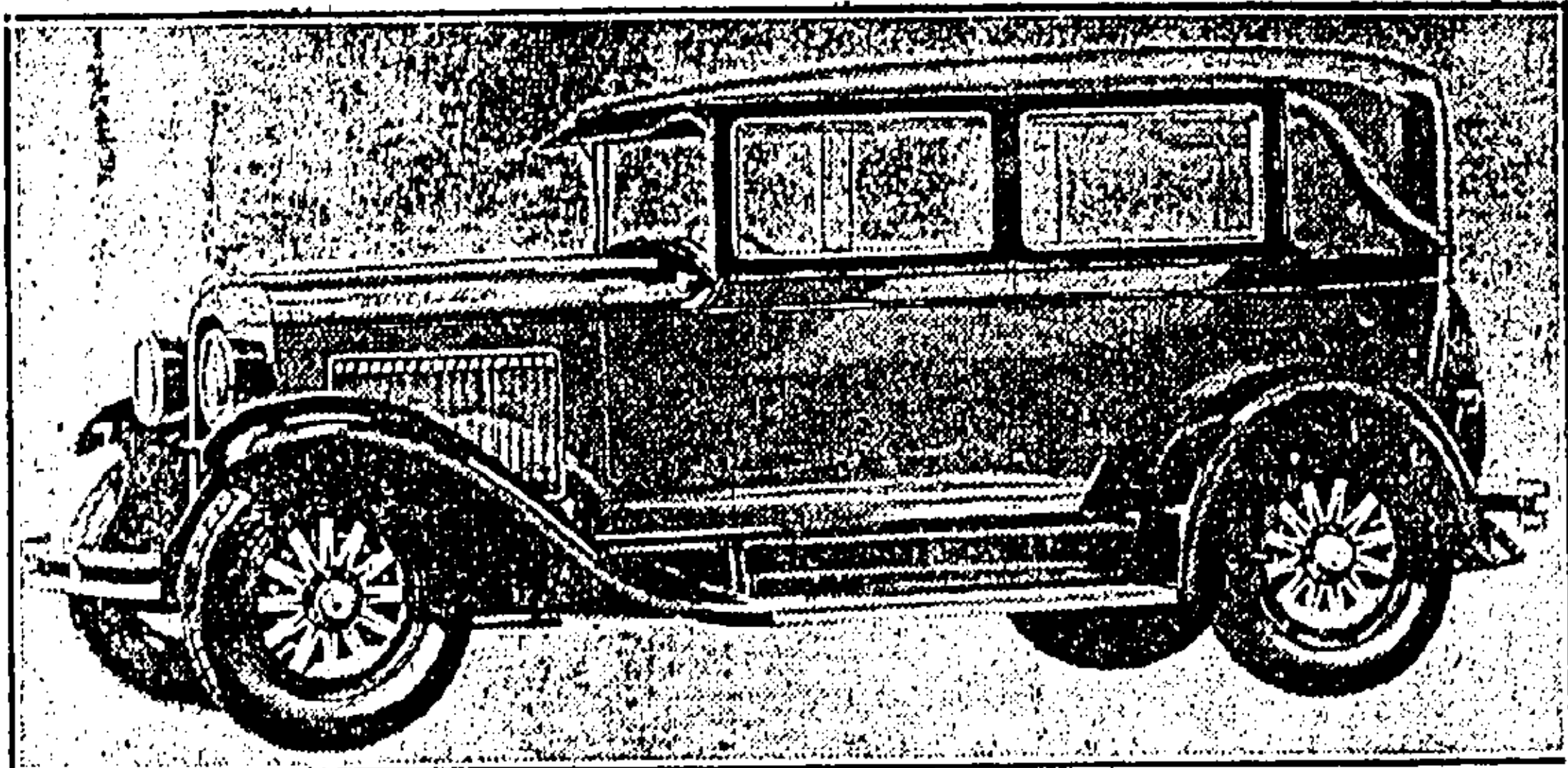


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With the Style, Speed and Beauty that appeals to all.

THIS is a car that has luxury and refinement at a price that compels the attention of all who are contemplating a car purchase. It is engined with the famous Pontiac six-cylinder engine, and is fitted with all that is latest in motordom.

PRICE NOW
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A. LUNG & CO.
19, Queen's Road, Central,
Telephone C. 1919.

FRONT WHEEL DRIVE IS COMING.

Alvis Produces a New Sporting Chassis.

Successful evolution has now brought the mechanism of the modern car to a pitch where it can quite safely be subordinated to the arrangement of the coachwork. This is a truth that the imaginative designer has begun to realise. No longer need the body be built to suit the chassis. A new era is arriving when the chassis can be designed to suit whatever arrangement of body is considered best for the coachbuilders to standardise.

Big issues are involved in this statement, for it implies that the motor car has not, by any means, reached the settled form which people have come to regard as finality. Cases a few years hence may be as far in advance of today's products as the latter are superior in comfort, speed, and safety to those of the pre-war period. Greater knowledge, more experience, finer machining and better materials combine to bring into the realm of serious possibilities all sorts of ideas which would have been shunned as freakish a few years ago.

Very steadily the average speed at which the motor traffic of the world proceeds is increasing. Concurrently the need grows more insistent for improved stability of the car on the road, more comfortable springing, and greater freedom for the use of powerful brakes and rapid acceleration on bad or treacherous road surfaces. To satisfy this need cars will have to be built lower. The weight must be closer to the ground, and the seating accommodation more nearly inside the wheelbase.

How an Ultra-low c.g. is Secured.

One of the simplest ways of securing some of these advantages is offered by applying the drive from the engine to the front wheels instead of to the rear. Quite distinct from any virtues which the front wheel drive may have from a mechanical point of view, it makes a clean sweep of most of the difficulties incidental to building a low body on the orthodox type of chassis. By a low body is not meant a body with a lower top and less head-room, but a normal body set closer to its entire to the ground, no sacrifice of space or comfort should be entailed.

With orthodox rear wheel drive the middle of the frame of the car is cumbered with a propeller shaft, which must have room to rise and fall, and a massive axle casing across the rear. Thus the floor of the body has to be high enough to give clearance to the propeller shaft, and the rear seat high enough to be clear of the protruding bevel case of the rear axle. When front wheel drive is used, however, the frame of the car aft the engine is entirely unencumbered, the wheels can be separately carried and sprung so that there is no rear axle at all, and then the complete body can be mounted on a dropped frame so that the floor boards are barely a foot above ground level, or about twelve inches lower than they are on the usual type of car. It amounts to lowering the centre of gravity of the body with its full load of occupants by nearly 50 per cent., so that the gain in stability is very great indeed.

Results of Racing Experience.

It is a pleasure to record that a British firm has been the first to recognise the possibilities of producing cars for general use based on these principles of design, namely, the Alvis Company, which has been experimenting very seriously on racing cars during the past four years to determine the efficiency and soundness of the front wheel drive as a mechanical proposition. This intensive experience standard Alvis parts such as crankshaft has been reached to produce, additionally to the models already standardised, a front wheel driven, fully equipped four-seater super-sports touring car, with independent springing, and, if desired, a supercharger for its new type four-cylinder engine.

The prices of the new cars are: "Alvis" fabric saloon, \$2,500. If a supercharger is supplied with the car the cost is \$50 extra, or

if supplied and fitted after the car has been delivered, \$300. The open two-seater without a supercharger will be guaranteed to lap Brooklands at 90 m.p.h., and with a supercharger to exceed 100 m.p.h.

Some idea of the low build possible is given by the fact that a proper saloon body giving 48 in. of head room has on the new Alvis an overall height from the ground of about 5 ft. One of the reasons for the production of the new car, of which quite a number are now going through the works, is to make a response to a number of requests already made for it, and another, is the particular suitability of the design to many of the forthcoming sporting events, such as the Essex six-hour race and the Le Mans 24-hour race.

There is a deal of technical interest to be found in the mechanical specification. The engine is a new design, but in it many of the standard Alvis parts such as crankshaft, connecting rods, and valves are used. It has four cylinders, 68 x 103 mm. (1,496 c.c.), blockcast, and dropped into a deep aluminium crank case which supports the crankshaft in three bearings. The sump holds about three gallons of oil and the pumps are submerged. A train of gear wheels provides the drive for an overhead camshaft enclosed in an aluminium cover, beneath which the valves are set in a straight line in the detachable cylinder head. The cams wipe over small pistons interposed above the upper ends of the valves, so that the latter receive no side thrust. A new mounting at the side of the cylinder block carries the supercharger, whilst the dynamo and P.T.H. polar inductor magneto are forward of the engine, high up, and accessible. A 12-volt electric system is employed.

The Power Unit.

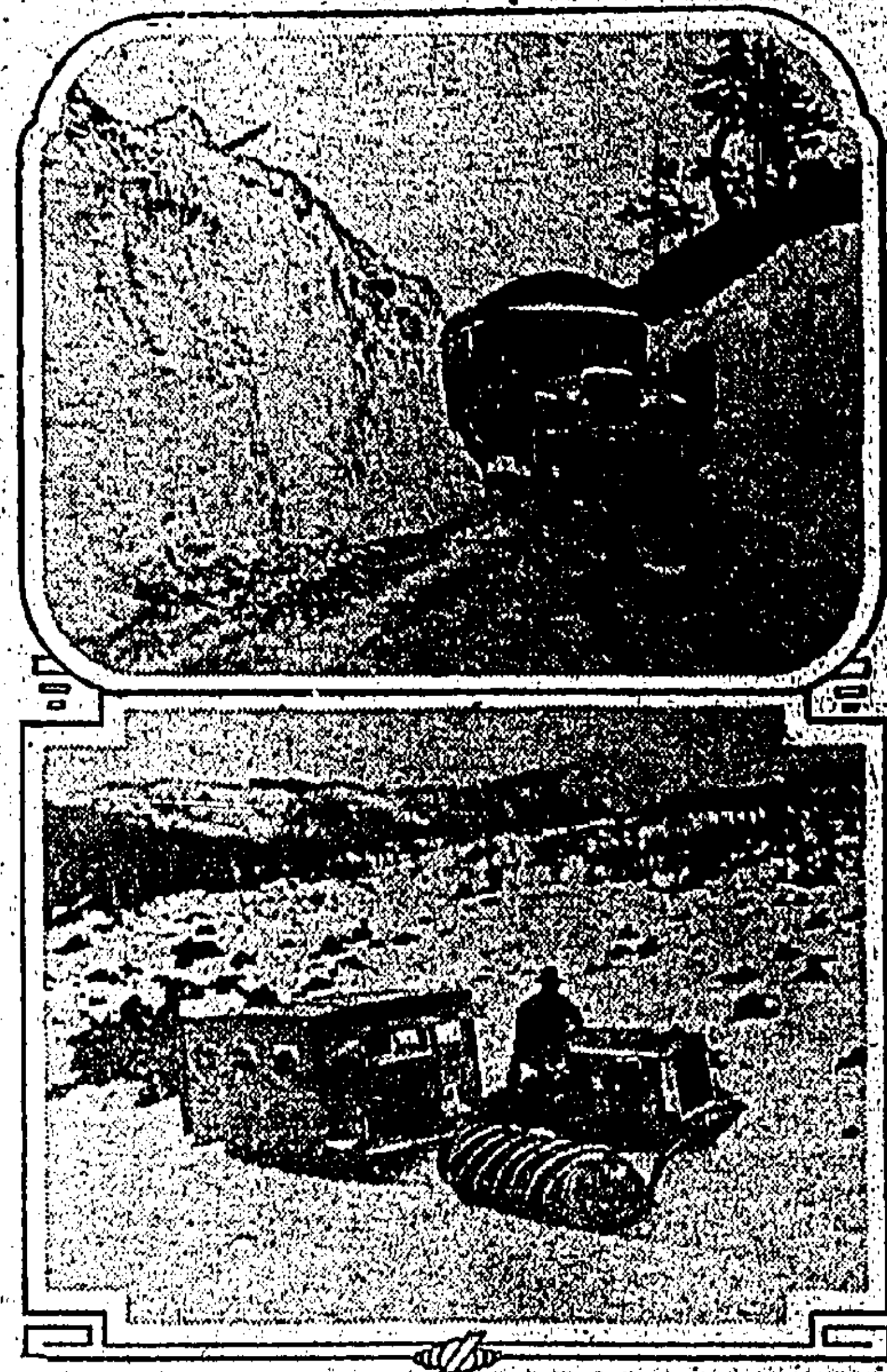
At the forward end of the engine are a flywheel and plate clutch, enclosed in a bell housing which makes engine and four-speed gear box into unit. Forward of the gear box and integral with it is a casing containing the spiral bevel final drive and differential. On each side of this casing are drums for the front wheel brakes, and universal joints for the short shaft that run out to neatly enclosed universal joints in the front wheel hubs, the arrangement being similar to that on the latest Alvis racing cars, but most neatly and tidily enclosed in the manner needful to a privately owned vehicle. The front wheels are independently sprung, each with a battery of four quarter-elliptic leaf springs, and down the central axis of this cluster passes the universally jointed shaft for driving the wheels. From experiments which the designer has recently been carrying out it has been found that the front wheel drive, together with its independent steering for each front wheel, entirely eliminates the possibility of wheel wobble occurring, even when the tyres are deliberately under-inflated to a considerable extent.

The Alvis Company state that their reason for making a supercharged optional is that, as the result of long and careful experimental and testing work, they do not consider that sufficient progress has been made to warrant the adoption of the supercharger for all purposes. Whereas in the right hands and with reasonable attention and consideration, the supercharger may be relied upon to give no actual trouble, on the other side of the picture is the fact that, in the hands of a careless or not well-informed owner, the results quite likely would not be satisfactory over prolonged periods. There are, in addition, very many people who would like to enjoy the benefits which a front wheel drive and independently sprung car would give them, but do not necessarily require the highest maximum speed performance.

Frame Only 9 Inches Above Ground.

To return, however, to the mechanical details, in the ordinary sense of the word there is no back axle at all; the extreme rear end of the frame is very stiffly cross-braced with a tube, and at each end of the tube is a bracket carrying the butt end of a quarter-elliptic spring pointing forwards. The thin end of the spring is shackled to the end of an arm or lever which swings about a very

A SNOWY PASS.



The last trip over the McKenzie pass in Oregon was through canyons of snow like that in the upper picture. Ploughs, as shown in the lower photo, had to cut through deep snow drifts to find the road.

large transverse bearing provided in the bracket just below the anchorage for the butt end of the spring. Attached to the lever not far from the spring shackle is the hub of the rear wheel.

There are brakes on all four wheels, and these are mechanically operated throughout. The arrangement of the chassis is such that the frame can be built extraordinarily low, and, indeed, the clearance between the ground and the bottom of the frame is in the neighbourhood of 9 in.

SPECIAL NEEDS OF THE DOMINIONS.

Attitude of Insurance Companies.

Are motorists whose cars have been damaged in snowdrifts likely to obtain compensation through insurance companies?

The question was put during the recent bad weather by *The Daily Chronicle* representative to companies and associations, and contradictory answers were given.

An official of one of the most important companies said, "There is not the smallest possible chance of such claims being allowed."

The opposite view was, "The larger companies will almost certainly allow such claims. We shall."

Giving an instance of a claim most likely to be allowed, the official of the second company said that one of their clients was motoring through Brecon, Wales, when a huge bank of snow fell from the hillside, and so completely buried the car that the occupant was in danger of suffocation. Before starting the journey he had taken the precaution of buying a shovel. He was able to dig himself out and minimise the damage to the car. "Impact Only" Policies.

Where claims are disallowed it will be because the insurance policy covers only damage done by impact. "When a car has been buried in a snowdrift," said an official of a third company, "it cannot be said to have been damaged by impact with an extraneous object."

"Damage by snow, as by sun, wind or rain, is categorised as an act of God, and no insurance policy covers such damage. If a car skidded and collided with an extraneous object the damage would be covered by the insurance. But if a car skidded into a deep snowdrift and while embedded the cylinders cracked, impact could not be proved and a claim could not be sustained."

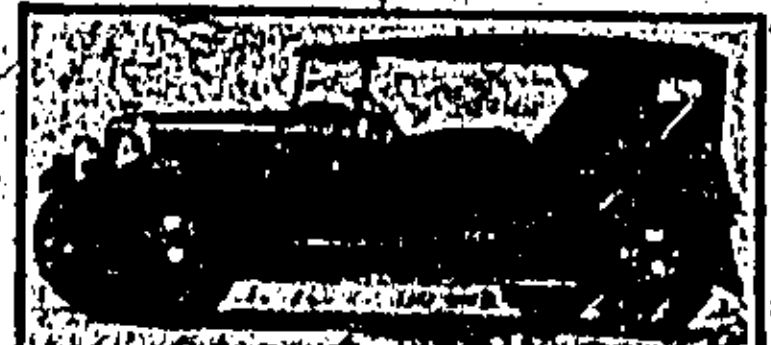
There are some 200 motor insurance companies with offices in London, and most of them are allied to the Accident Office Association. It is understood that the association will give special consideration to the question of claims for damage sustained in the present severe conditions. An official of the association told *The Daily Chronicle* that nothing had been done in the matter yet, but that a discussion of the subject was "highly probable."

The Automobile Association expressed the view that insurance might be claimed if accident could be proved. "If the cylinders were frozen and cracked it would be re-

garded as a mechanical breakdown, and no damage could be claimed." An official of the R.A.C. said, he believed that, while no claim could be sustained, it was not improbable that the larger companies would allow compensation in the special circumstances. "I think it probable that they will meet their clients, say, half-way. The smaller companies will not be able to go so far."

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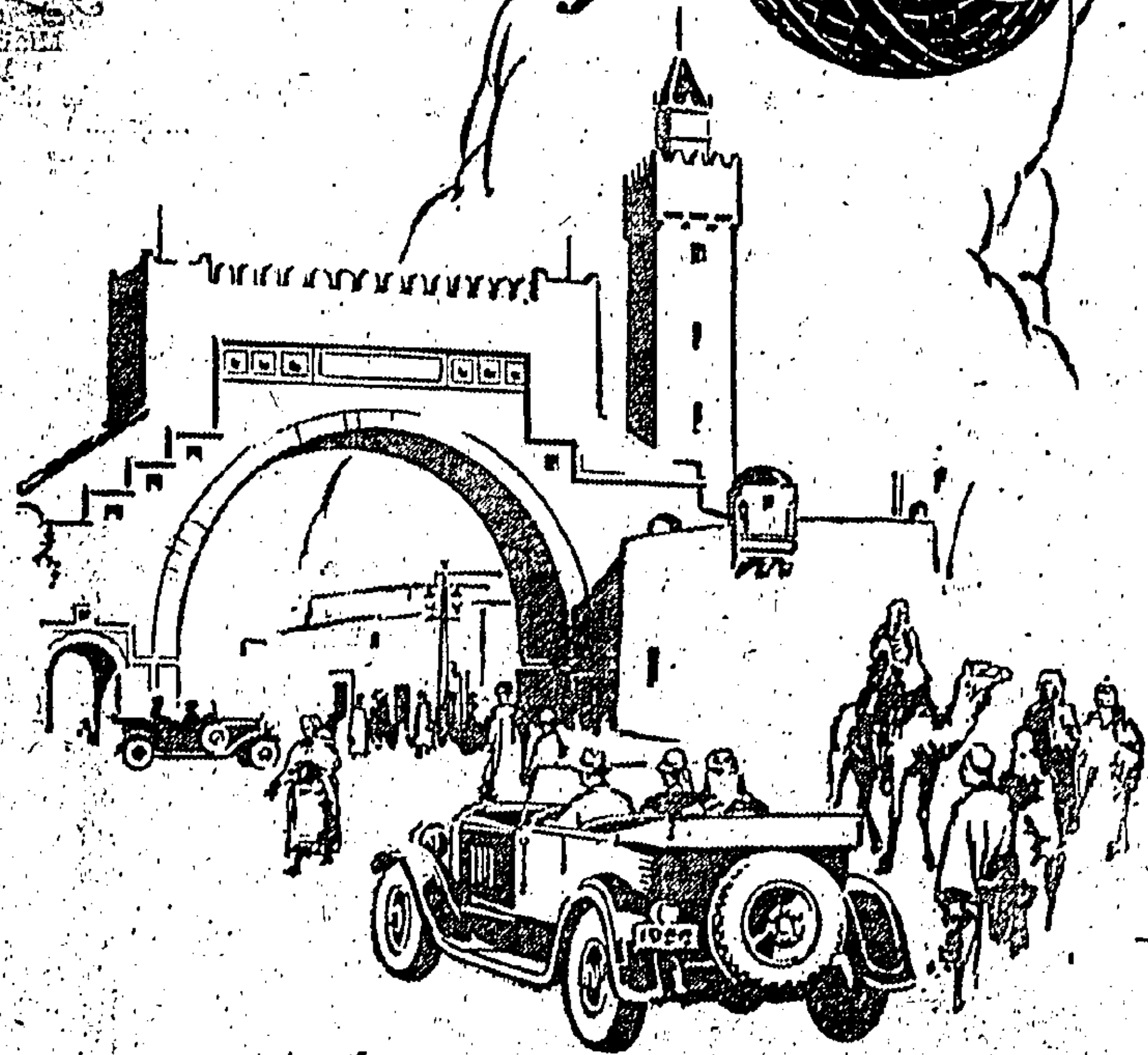
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GOOD YEAR



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A WARNING TO WIVES.



He sat at the wheel, so's to steer,
While his wife poured advice in his ear;
"Turn to left! Turn to right!"
"Mind that car! What a fright!"
Now she's had her last ride—on a bier.

The Very Idea!

Lady Visitor (to parishioner, whose husband spends most of his time at the Red Lion): "Have you tried making his home as attractive as possible for him?"

Parishioner: "Yes, ma'am, I got in some beer and saw-dusted the floor, but it was no use."

A bottle of King's Ale, one of the last from the 500 barrels brewed by King Edward at Burton-on-Trent in 1902, was sold by auction at the annual assembly of the Aberdeen Licensed Trade Association recently and realised \$21 in aid of the Lord Provost's fund for the new infirmary.

Policeman at Greenwich: It was dry and fine that day. Solicitor: When was that?—The policeman: January 14; there had been no rain for two days.

Policeman at Southend (in a motor obstruction case): The defendant told me she had been to a dinner, and afterwards she forgot she had a motor-car. A magistrate: Was that a consequence of the dinner?

Gipsy witness at Newton Abbot: I had a lemonade, but my husband had a drink.

Deputy Judge Theagar (to witness at Shoreditch): Did you say your nose was all upside down?

Witness: No, sir, my nose was at the bottom of my head.

Witness at Marlborough-street: He is an expert housebreaker—I mean demolisher.

Theodore Roosevelt said a thorough knowledge of the Bible was worth more than a college education.

A thorough knowledge of anything is worth more than a college education.

Damages amounting to £1,500 were awarded Albert Cogan, a Cardiff butcher, for the loss of an eye, by Justice Talbot at Glamorgan Assizes in an action against Alfred E. Chick, also a butcher.

Plaintiff's case was that Chick arranged to go on a rabbit-shooting expedition with him, and they were discussing the matter, when Chick, suddenly presenting a pistol, shouted, "Hands up, or I will shoot."

"I thought he was joking," Cogan said in evidence, "but the next instant the pistol went off, shooting me in the eye."

The defence was that Chick simply meant to frighten Cogan, and had no idea that the pistol would discharge.

"I think your camera has made me look simply awful!"

"I'm sorry, madam—but passport photographs have to be suitable for identification purposes."

"I prophesy that 1928 will see the greatest industrial struggle in history," said Mr. A. J. Cook at a public meeting at Canning Town. The year had been heralded as a year of prosperity, particularly by Mr. Lloyd George. "Well," said Mr. Cook, "in Wales we call him 'David Diddum.' Already the cotton workers and the wool workers are being attacked. The turn of the transport men will be next. I want to see an international miners' strike this year."

A well-known actress was performing at a prison concert.

"Stone walls do not a prison make, nor iron bars a cage," she trilled.

Came a deep voice from the back of the hall—"But, lady, how they do help."

The atrocities in modern fiction would be sufficient to send half our novelists to the gallows if the murder of English was a capital crime.

Mr. A. G. Gardiner have always understood Socialism to aim at the abolition of the class war.—Mr. Philip Snowden.

Mind your house just enough to have it comfortable, but don't let it bully you, and don't bully it all the time.—Miss Rose Macaulay.

It is those people who have nothing to do who have time to be melancholy.—Professor Grierson.

The co-opted member is apt to be a little less careful about money.—Mr. F. Dent.

CANTON CONFISCATION ORDER.

NANKING DESIRES IT CANCELLED.

Mr. Tsai Yuan-pel, the Minister of Education in the Nanking Nationalist Government, has sent a telegram to the Canton Government, suggesting that the recent order of Marshal Li Chai-sum for the confiscation of the Canton property of Mr. Wang Chung-wei, Mrs. Liao Chung-kai and Mr. Chen Shu-jen, three noted Kuomintang "Leftists" who held portfolios in Canton during the "Ironside" regime be re-considered and cancelled.

Mr. Tsai adds that not only had the three a historical connexion with the Kuomintang, but at present they still hold office as Commissioners of the Nationalist Government.

CORRESPONDENCE.

THE SERVANT PROBLEM.

[To the Editor, Hongkong Telegraph.]

Sir,—Local residents are at a decided disadvantage in dealing with their employees, such as Boys, Coolies, Amahs, etc. To-day it is practically impossible to get a servant who was not in Canton during the strike period and who, therefore, is unable to give references for those years.

From time to time as new residents come to the Colony and in their efforts to obtain suitable servants they make offers more than present employers are prepared to pay, an advantage which servants are quick to seize upon. This has consequently resulted in wholesale leaving of servants without giving notice. Legally, one is supposed to give a month's notice or salary in lieu. The employee, likewise, is under a similar restriction, viz. he must give a month's notice or pay his employer a month's salary.

Unfortunately, most employers are themselves servants of the Government or large firms. It is thus detrimental to them to be concerned in any publicity which issues even if cases taken to Court result in favour of the employer. From experience, local servants have been quick to seize upon the advantages these facts give them. They have found that an employer will, in nine cases out of ten, allow them to leave at a moment's notice without any compensation or without checking of inventories before a new servant is taken—a lack of attention which costs many employers dear.

As matters now stand, servants are able to impose disadvantageous terms upon their employers, against which the latter have no redress except through taking same to Court. As stated before, this act is impossible to 75% of the local residents in view of the publicity which is given and which is frowned upon by the large firms and Government service.

Some years ago the writer had occasion to charge a cook who had, for months, been taking each day a portion of Dairy Farm butter and other products, then selling same to a helpful comrade who was glad of the co-operation. Ultimately, things got so bad that the writer had to risk the publicity of a Court case for the sake of principles. The boy received a somewhat heavy sentence, but not before it was proved from his record that he had been given six months' imprisonment and banishment from the Colony previously for similar acts at a local hospital. The banishment sentence meant nothing for him.

A partial remedy for this regrettable state of affairs is a Registration Act for servants—a question which has been agitated upon for years and died out in view of the apathy of the powers-that-be. Conditions are now so bad that there are many instances where local residents have taken servants from French territory, where the latter are registered, as a result of which boys are, in case of necessity, promptly traced by their documents which are given to the employer when commencing service. A recent instance came to the writer's knowledge whereby such a boy, after taking some of his employer's goods, fled to Canton. He was held there by the French Authorities, being unable to disclose his papers. An enquiry back to Hongkong revealed the facts, as a result of which he was arrested.

Another check would be effected if cases between servant and employer were judged informally before a magistrate. If this were done, two thirds of the cases could be settled without going into Court. As frequently misunderstanding is the cause of difficulties, the servants would not lack justice nor would the employer shrink bringing cases, knowing that publicity would not be given.

Either registration or the latter method would help considerably to mitigate the evils now existing and if both of them were put into operation then the employer would stand some chance of obtaining servants with legitimate references rather than those who have merely borrowed references or received them temporarily for a small payment; now one does not know whom one is employing; the servant may be a bolshevik, an ex-convict, or, if the employer is especially fortunate, a good servant, worthy and satisfactory.—Yours, etc.,

HOPKINS.

News has reached us that at the London University's last examination for the Diploma of Tropical Medicine and Hygiene, Dr. Eva Ho Tung has been successful. Dr. Eva Ho Tung, the daughter of Sir Robert Ho Tung, was the first woman to graduate in Medicine at the Hongkong University, where she had a distinguished career.

THE S.S. BOKHARA DISASTER.

A TERRIBLE CHINA COAST TRAGEDY RECALLED.

TO-DAY'S PICTURE.

One of the greatest disasters ever to have occurred on the China Coast—that which befel the B. and O. mail steamer Bokhara on October 10th, 1892—is recalled by the reproduction in to-day's Telegraph of a photograph of the Hongkong Interport cricket team, nearly all of whom lost their lives in the tragedy.

This interesting photograph was only recently unearthed by Mr. J. D. Danby, of Messrs. Butterfield and Swire, Hongkong, who discovered it amongst his father's papers whilst on leave at Home. A copy of the original has now been hung in the Hongkong Cricket Club pavilion, above the "Bokhara" Memorial Shield alongside which are recorded year by year the winners of the betting and bowling averages of the Club.

The Disaster.

The disaster occurred as the steamer was homeward-bound from Shanghai, which port it left on October 8th, 1892. When a few hours out of Shanghai, the weather became very threatening and the steamer ran into a typhoon which was travelling northwards up the Formosa Channel. Terrible seas were encountered, but the ship gallantly fought the storm for 48 hours, during which strenuous time she lost most of her boats and had deckhouses and upper works torn away. Becoming almost unmanageable in the fury of the elements, the steamer, which had been carried a long way out of her correct course, drifted broadside to the terrific seas and shipped three mountainous waves which broke all her skylights, permitting hundreds of tons of water to deluge the engine-room and stokehold, extinguishing the fires. Waterlogged and helpless, and on the lee shore of Sand Island, off the Pescadores group, the Bokhara's fate became inevitable. At midnight on the 10th, she was carried bodily on to a huge rock (now known as the Bokhara Rock), the force of the impact tearing away nearly the whole of her starboard side. She heeled off, but a second breaker dashed her again against the rock, where she almost immediately broke to pieces.

Only 23 Saved.

Every man on deck was swept away shorewards by the terrific seas breaking right over the vessel, and every soul below at the time perished. Only 23 men of the crew washed overboard lived to tell the tale, these being the Chief Officer (Mr. G. Prickett), the Third Officer (Mr. T. Jones-Parry), the Fourth Officer (Mr. W. H. Sweeney), two quartermasters named Lewis and Ward, Dr. J. A. Lowson and Captain Markham, of the Interport cricket team, and sixteen lascars. These survivors gathered together and took shelter on the uninhabited island for a day and a half, when they were rescued by fishing junk and taken to the largest village in the Pescadores group, where they were for several days fed, clothed and entertained with lavish hospitality by the mandarins.

To the outside world, the Bokhara had been for several days missing when the s.s. Thales, searching, found the survivors and took them to Amoy, where they were transferred to H.M.S. Porpoise and brought to Hong-

THE HABEAS CORPUS CASE.

FURTHER ARGUMENT IN COURT.

In the Supreme Court, yesterday afternoon, further argument was heard on the application for a writ of Habeas Corpus in respect of two Chinese who are being detained on an extradition warrant following a requisition from the Canton authorities.

Mr. Lo Hin-shing addressed the Court at great length on the legal points involved, contending that Marshal Li Chai-sum was not a party to the Treaties between Britain and China, and there was therefore no obligation to surrender the fugitives to him.

Amongst other points, Mr. Lo also submitted that the fugitives could not be surrendered because their offence, if there was one, was of a political character.

The hearing was adjourned until Monday morning.

JUDGE & 'DISGRACEFUL SWINDLE.'

£135 VERDICT FOR WOMAN WHO BOUGHT HILL-TOP SITE.

Judgment for £135 was entered in the Chancery Division in an action in which Mrs. Agnes Hurley, of Tyndale, Mansions, Islington, sued Mrs. Martha Terry, of Hulton Mansions, Canonbury-road, Islington, over the purchase of a plot of land at Winklesbury Hill, near Basingstoke.

Mrs. Hurley's case was that she contracted to buy the land on Mrs. Terry's representation that restrictions against building would be removed. Mrs. Terry accounted for the restrictions by saying that the land was formerly part of a Roman camp. Later Mrs. Hurley discovered that the restrictions would not be removed.

Mr. E. M. Winterbottom, for Mrs. Terry, said he had been informed that the land was not the site of a Roman camp, but was a British camp. The Winklesbury Roman camp was near Salisbury.

Mr. Justice Asbury: I think it is all the more likely that it would be called a Roman camp if it were not one. (Laughter.) The judge said if Mrs. Hurley's story were true, this was a disgraceful swindle. The land was bought with Mrs. Hurley's money, and her plot was practically valueless to her. The case was rather a pitiful one, "and," added the judge, "I would not be doing my duty if I did not say plainly and clearly that I do not believe or accept the defendant's evidence."

He entered judgment for Mrs. Hurley for £135, of which £10 was damages, and made an order for the rescission of the contract.

Long, arriving here on October 18th, eight days after their terrible ordeal.

Big Treasure Loss.

The death-roll was given as 125 crew, 34 deck passengers, 11 interport cricketers (13 having made the journey), seven other passengers and six Chinese saloon passengers—a total of 183 souls. The ship was carrying two lakhs of treasure for the Hongkong and Shanghai Bank, and a large and very valuable cargo of tea, silk and other goods.

Dr. J. A. Lowson, one of the two Hongkong Interport survivors, was an assistant Surgeon at the Government Civil Hospital and is still alive at Home, having retired on pension in 1901.

HONGKONG CHAFF.

By B. R.—B.

Any day about noon

On the boat to Kowloon

The Tower of Babel

Seems hardly a fable!



DEATH PENALTY IN THE ARMY.

ABOLITION IN EIGHT SETS OF CIRCUMSTANCES.

PLEASING SURPRISE.

London, Mar. 30. Important changes in the death penalty for soldiers are proposed in the Army and Air Force's Annual Bill issued to-day.

Provision is made for the abolition of the death penalty in no fewer than eight different circumstances.

Only military offences on active service which will remain punishable with death will be mutiny, breach of duty, cowardice, desertion and leaving guard without orders or, in case of a sentinel, leaving his post, without being regularly relieved.

In Parliamentary circles the extent of the proposals has caused some surprise. It is understood they have been framed in sympathy with the general tenor of the views expressed in recent debates on army matters in which demands were made for some modification of the imposition of the death penalty.—British Wire-Press.

HONOURS FOR OUR POLICE.

MANY MEDALS TO BE PRESENTED.

When His Excellency the Governor holds his annual inspection of the Hongkong Police Force on April 17th, a number of police medals and other decorations will be handed by him to those to whom they have been awarded. The list is a long one and bears eloquent testimony to the bravery and devotion to duty of Hongkong's police officers.

The highest award, the King's Police Medal, will be presented to Sub-Inspector Andrews, and the 2nd Class Medal will be presented to Mr. W. Kent, A.S.P., and Sub-Inspector Bloor. The other awards will be:

3rd. Class Medal to Inspector P. Grant and L/Sergt. T. McMahon; 4th. Class Medal to Inspector H. Paterson, Inspector R. Marks, Inspector E. Bloor and Sub-Inspector A. J. Dorling.

Commendations have been bestowed by H.E. the Governor on Inspector R. Lunnigan and Aetg. Inspector Fallon for excellent work during the past year.

Chinese and Indian Awards.

2nd. Class Medal to Inspector Chu Heung; 3rd. Class Medal to Senior Inspector Miran Bash; 3rd. Class Medal to S. I. Nand Singh; to Chinese Constable Wong Hin, and to Indian P. C. Abdulla. (The last two awards are in connexion with the Ling Lok Street shooting affray.)

4th. Class Medals will be received by: Sergt. Major Niamat Khan; P. S. Sirdar Ali Khan; Indian P. C. Mohamed Ashgar; Inspector Ng. Muk; Sergt. Major Kwong Tin-kan; P. S. Lo Wong; Det. C. C. Lai Tung; Det. C. C. Chan Tim; Det. C. Ng Fuk. C. C. Tsang Tak has been commended by H.E. the Governor in connexion with the Wing Lok Street affray.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the Daily Express:

Answers, for those who need them, will be found on Page 18 of this issue.

1. Where is cannibalism reported to be increasing so rapidly that there is danger of a whole race being exterminated?
2. What number of people are estimated to speak English, German, Russian, and French respectively?
3. How does the Tower Bridge engineer know when to open the bridge?
4. What exceptional peculiarity marks the British royal arms?
5. What is the French equivalent of "Cock-a-doodle-do"?
6. Of what great nation which flourished a thousand years before the Romans are we about to learn the history for the first time?
7. What is the opposite to Bolshevik, and what are the derivations of both terms?
8. What insects, in the grub stage, of which specimens have recently arrived at the Zoo, always progress in single file?
9. What bird, common along our British coasts, is traditionally believed to be protected by the blessing of a saint?
10. Where is the longest railway tunnel in the British Empire?
11. What remarkable fact has just been discovered in regard to the cuckoo's habit of depositing its eggs in other birds' nests?
12. Where is alligator farming followed as a profitable pursuit?

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FANLING HUNT.

EASTER STEEPCHASE MEETING.

(By "Rambler.")

The entries for the forthcoming steepchase meeting of the Fanling Hunt closed last Tuesday and must be very gratifying to the Joint Masters, Dr. F. Pierce Grove and Mr. H. Birke.

Judging by the number of entrants in each event, we are sure to see some excellent racing, as quite a number of fancied candidates have been entered.

Small though the field for the Fanling Grand National is, it will include six or eight of the most brilliant chasers in training in the Colony. With ponies like San Diego, Easter Day, Caviare, Blotting Paper, Drake, Ace of Spades, Solitaire, Man of War, Siang River and Little River engaged, no race could fail to be interesting, and it will be strange indeed if this race does not live long in the memory of those who are lucky enough to witness it.

Training is being carried on here and at Fanling and according to the enthusiastic reports from the different stables engaged I have every reason to believe that the next meeting at Kwanti will be miles ahead of anything yet attempted.

Candidates Chances Considered.

Chin Shan.—An oversize pony which has not done anything of note but may if he has the services of Reilly prove pretty useful. Despite the fact that he is carrying top weight, should he well up at the finish if he goes to the post in this event.

Grey Cloud.—Although this will be the first appearance of this pony at Kwanti I would certainly advise punters to keep him in mind, for the reason that his owner is a first class judge of a pony and he thinks he may have a chance.

Gold Medal.—Although this pony has always figured well in cross-country events, I am inclined to think he does not possess the necessary speed to enable him to fight out a good finish.

Macao Beauty.—So far the best has not been seen of this pony, but I hear that he has been doing good training work at Fanling and is likely to put up an improved display.

Warrington.—Has several good performances to his credit on the flat and is a pony for which I have a considerable liking. If he is right side up at the last hurdle, he is almost certain to win.

Mowgli.—This honest little baby needs no introduction as he is the most consistent performer over the sticks.

If he is not reserved for the big event he is sure to be under the eye of the judge at the finish. Blotting Paper.—Is a very smart fencer, and although he has no easy task here, he is sure to have a very good chance if given a run. It is on the cards, however, that he may be kept for a more important engagement.

San Diego.—Showed that he has an excellent turn of speed when he succeeded in annexing the classic at the last meeting. Through scoring there, however, he has a 10 lb. penalty to carry and in my opinion this is likely to keep him in the stable. If he starts, however, he is certain to win.

Easter Day.—Was the crack until beaten by San Diego last time out and is meeting his rival on much better terms on this occasion which may tend to equalize matters. In the event of San Diego not going to the post, Easter Day is sure to win.

Ace of Spades.—By scoring in two events at the last meeting he proved himself a very useful customer indeed and if he can be induced to reproduce the same form he will be difficult to beat.

More Better.—Has taken part in longer races than this, but it seems quite obvious that speed and not staying is his forte. I cannot trace, however, that he has been doing much serious work lately.

Craigavad.—Won his race at the last meeting; has a lot of weight to carry here, but the opposition is not particularly strong, and he will not be beaten without a struggle.

James Pigg.—In spite of the big impost I am pretty confident he will win. He will have the services of Mr. Erskine who has been doing great things in the country lately. Mr. Erskine is a fearless rider and will be certain to get the best possible out of his mount. Warrington, Scooter and Gold

RIFLE SHOOTING.

"TAMAR" DEFEATS THE "PITTSBURG."

At Stonecutters on Thursday, the Tamar Rifle Club entertained a team from the U.S.S. Pittsburgh. Shooting under Hongkong Rifle League conditions, the match resulted in a win for Tamar by the narrowest of margins. A spoon was put up for the highest score of the American team and this was tied for by Sgt. Snyder and S. C. Boyd with scores of 96. It will be decided later.

The two teams afterwards had tea together before returning to their respective ships and also together spent a very pleasant and enjoyable afternoon. Scores:

U.S.S. Pittsburgh.

Sgt. Blaycock	200	500	600	Tot.
S. C. Bouchard	27	27	27	81
G. McMillen	23	31	23	85
G. McRusell	29	31	27	87
Pte. Stump	28	26	27	81
Cpl. Boyle	26	30	24	80
S. C. Boyd	33	31	32	96
Sgt. Snyder	32	34	30	96
Total	232	242	221	695

Tamar Rifle Club.

Sgt. Bishop	25	33	25	83
Cpl. Burnett	28	30	28	86
P. O. Greening	28	32	30	90
Mne. Coulter	29	23	22	80
Cpl. Jenkins	21	27	23	71
Sgt. Riddler	31	28	30	89
Sgt. Hillaby	25	32	25	82
C. P. O. Gully	31	32	31	94
Total	218	237	226	681

Plus 4% Open Sights 20

Grand Total 701

LOCAL HOCKEY.

The following will represent the Hongkong Hockey Club's 1st XI against the H.K.S.R.A. on the U.S.R.C. ground on Wednesday at 6.15 p.m.:—Howell, Farquharson, Lyon, Lloyd, Dand (Capt.), Mitchell, Slipper, Wheeler, Lawrence, Woodward, Whitley.

LOCAL BILLIARDS.

WARDERS BEAT THE R.E.

The return match between the R. E. Sergeants and the Warders was played at the Warders Mess on Thursday night and resulted in an easy win for the home team by 228 points.

Scores:

Warders.	150
Noonan	150
Randle	150
Johnson	150
Gooding	145
Hodge	150
Collins	150
Total	895

R.E. Sergeants.

Osborne	98
Rowan	140
Royal	78
Roberts	150
Girman	101
Pycock	94
Total	607

The Palace Hotel Handicap.

Playing at the Palace Hotel, Kowloon, in the Billiards Handicap, S. Ogley (250) beat W. Stevinson (193). The best breaks were:—Ogley 15 and 12; Stevinson 22 and 12, three times.

Last night, F. W. Black beat W. Cossett, 250 to 227. Black's best breaks were 16, 15, 13 and 12, and Cossett's 19, 15 and 12.

At 9 o'clock to-night, J. C. Remedios will meet P. Castilho.

Medal must be kept in mind for the last race if they fail to score in the earlier events.

My selections are:

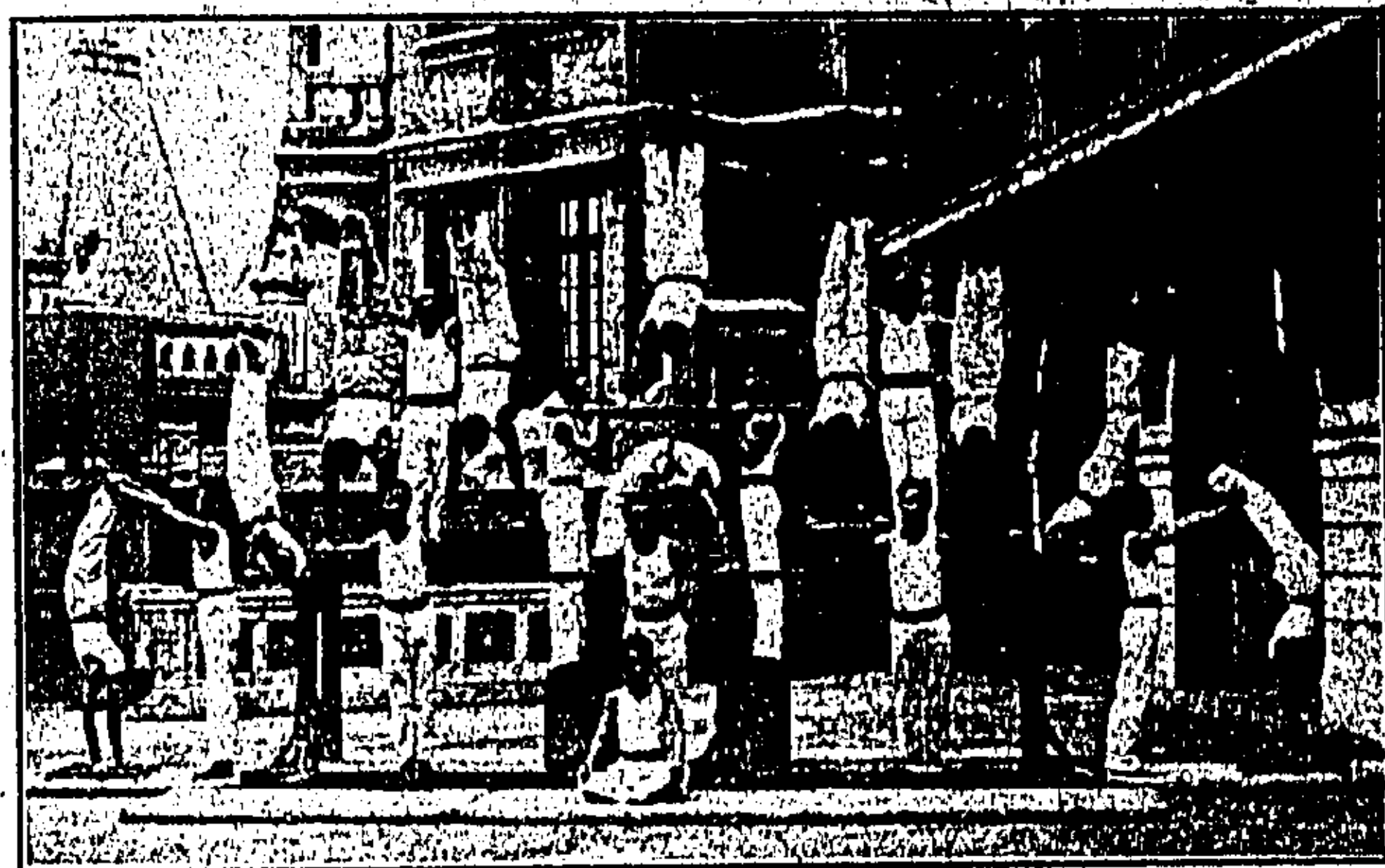
1st Race.	Chin Shan.
	Gold Medal.
	Macao Beauty.
2nd Race.	Mowgli.
	Blotting Paper.
	Lock Rannock.
3rd Race.	San Diego, or Easter Day.
	Ace of Spades.
	Caviare.
4th Race.	James Pigg.
	Craigavad.
	Seal Tax.
5th Race.	Riady's Elect.
	Gold Medal.
	Scooter.

BOY SCOUTS AT PLAY.



Photo taken after the inspection of Boy Scouts by the Rev. G. T. Waldegrave at Headquarters House. A game is being played. (Photo: Ming Yuen).

WAH YAN COLLEGE EXHIBITION.



The boys of Wah Yan College, who, under training by Mr. A. J. Maurice, have made remarkable strides in physical culture. The pyramid above is one of the tableaux given at Queen's Theatre on Monday.

BILLIARDS MATCH.

NARROW WIN FOR COLONY'S CHAMPION.

A. J. Osmund, the Colony's billiards champion, defeated S. Jones, the Naval Yard Recreation Club champion, by 750 points to 732 in a special exhibition match played at the Dockyard Recreation Club last night.

The men played on level terms and a closely contested game was witnessed. The principal breaks were:

Osmund: 36, 49, 42, 35, 52, 2 and 46 and an average of 5.1.
Jones: 34, 42, 30, 31, 31, 33 with an average of 7.9.

PANCAKE THAT WOULD NOT BE TOSSED.

COOK'S THREE VAIN THROWS AT WESTMINSTER SCHOOL.

In accordance with the old custom, a pancake was tossed over the bar in the Great Hall of Westminster School, recently.

The school and a number of parents assembled to watch 21 chosen boys scramble for the largest portion of the pancake, which was secured by D. E. Barker, of Ashburnham House. He received the customary prize of a new sovereign and a new shilling. The cook had to toss the pancake four times, as it caught against the wall three times, but at the fourth attempt the batter went well over the bar and the usual scrumming followed. Barker eventually appearing with a large slice of pancake under his blazer.

The Estimates for Supply Services in the Irish Free State show that the total for 1928-29 will be £22,483,019, as against £23,503,631 in the current financial year.

STAR THEATRE

THE

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WILBUR PLAYERS

Special Comedy Season

TUESDAY April 3rd. At 9.15 p.m. WEDNESDAY April 4th At 9.15 p.m.	One of the Funniest Comedies Ever Staged "THE SAP"
THURSDAY April 5th At 9.15 p.m.	Willard Mack's Great Detective Story "HANDCUFFED"
FRIDAY April 6th At 9.15 p.m.	The Sensational Comedy with a London Setting "THREE LIVE GHOSTS"
SATURDAY April 7th At 9.15 p.m.	The Delightfully Amusing Farce "HER WEDDING NIGHT"
SUNDAY April 8th At 5.30 p.m. At 9.15 p.m.	A Revival of the World Famous Farce Comedy "CHARLEY'S AUNT" Special Songs and Dances will be Introduced Children half price to the Matinee.
MONDAY April 9th At 9.15 p.m.	FAREWELL PERFORMANCE By Popular Demand "THE FAMILY UPSTAIRS" The Great Comedy of Domestic Life

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WEDNESDAY, 11th April

at 5 p.m. (sharp)

Part of the Proceeds to be given to Earl
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Advance Tickets to be exchanged for
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Dress Circle and Stalls\$3.00
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EVERYTHING FOR THE WELDER AND CUTTER.

WOMAN SCIENTIST'S SACRIFICE.

SELF EXPERIMENT WITH BACILLUS.

MISS K.M.G. DAVIES.

Miss K. M. G. Mary Davies, the youngest daughter of Sir R. H. Davies, formerly Lieutenant-Governor of the Punjab, India, has died at Cannes.

She ranked with the heroes of yellow fever and malaria because just as they injected themselves with those diseases, so she, as a nurse working at the American Hospital, Neuilly, Paris, in 1915, deliberately injected herself with the bacillus responsible for producing gas gangrene.

At the time she was working as a bacteriologist under Dr. Taylor, whose duty it was to investigate the cause of gas gangrene, which was resulting in numerous deaths and amputations. Doctor Taylor was experimenting with guinea pigs, but was unable to obtain results which would allow him to apply his conclusion to human beings.

"Last Experiments."

The crucial experiment of inoculating a human being with a pure culture of the bacillus was necessary, and this appeared to be impossible. Miss Davies, who had studied bacteriology at the Pasteur Institute, had seen about 200 fatal cases of gangrene, and had seen guinea pigs die, but also recover, under Doctor Taylor's experiments.

Without revealing her intention, she took a room near the hospital, and one day Doctor Taylor received a note from her, asking him to come at once to make "last experiments."

He found that she had given herself two deep injections of the culture of the bacillus, in the muscles of each thigh, and had thus furnished him with a pure case of gas gangrene. Doctor Taylor at once injected the antidotal preparation of hydrochloride of quinine with which he had been working.

Miss Davies was removed to the American Hospital, and in 24 hours she was pronounced out of danger. By her self-sacrifice in taking the risk of a painful and lingering death she had proved the efficacy of the cure, and had thus saved thousands of lives. The treatment was subsequently used at the American Ambulance, but the modesty of Miss Davies prevented any honour accruing to herself.

The Best Memorial.

It was her desire that the cure should be used as a preventive measure, and, with this object, she wrote a monograph showing that if the Government cloth issued for military uniforms was treated with hydrochloride of quinine, the infection of gas gangrene might be obviated.

The best memorial of her life, a relative writes, would be for a further investigation to be made on this subject.

CUPID'S DYNAMITE.

EXPLOSION PLANNED INSTEAD OF A WEDDING.

Hiram Reed, the son of a prosperous farmer, is on trial (says a cable from Illinois) following a dynamite explosion in a school stove last autumn.

Miss Iola Bradford, a teacher, received innumerable cuts from pieces of rusty iron at the time.

Reed was alleged to have confessed that he was to have married Miss Bradford the following day, but that, not caring for a married life, he bought two sticks of dynamite instead of the wedding ring he told the girl he was going to get. He placed the dynamite in the stove, so that when she lit the fire it would explode.

When the jury had been completed for the trial, Reed's lawyers announced that the youth still loves the teacher, and will later ask the Court to permit him to marry her.

£150 FOR A CUT.

CUSTOMER'S DAMAGES AGAINST A HAIRDRESSER.

A London firm of hairdressers was successfully sued for damages by one of their customers recently.

The action was brought in the King's Bench Division by Mr. George William Smith, of High-road, Tottenham, against Messrs. A. D. Wolf and Son, whose business is in the same road.

Mr. Smith said he suffered from erysipelas as a result of a cut which he received from a razor in the shop.

For the defence it was declared that after shaving or haircutting the tools were dipped into diluted disinfectant.

The jury found for Mr. Smith and awarded him £150 damages. Judgment was entered accordingly, with costs.

OUR DAILY TALK ON HEALTH.

EFFECTS OF THE TOBACCO HABIT.

PSYCHOLOGICAL EFFECT.

All investigators of the effects of tobacco smoking are convinced that the psychological side is most important in estimating its effects.

The story is told of a physician who found it simply impossible to be without his cigar. One day he took a long drive to the country and on the way home, practically frozen, lighted a cigar. He at once began to feel more comfortable.

He continued the drive of 70 miles, smoking the same cigar, and found on his arrival only one-half inch of the cigar had burned, and that he had derived complete satisfaction from witnessing the clouds arising from his breath.

Smoke Clouds Have Effect.

Whether or not the story is true, the fact remains that all observers are convinced that the flame of the cigar, smoke rings, the feel of the cigar and its handling play a part in the pleasure and in the effects of the use of tobacco.

Sir Armstrong-Jones emphasizes particularly the soothing and companionable effects of the cloud of smoke, the circular shape of the rings, their gradual ascent, their changing forms and their picturesque movements which tend to affect the imagination.

Few blind persons smoke, and a smoker seldom lights his best cigar in the dark.

In addition to the pleasures derived from the sense of sight and the fragrant smell of the tobacco, the smoker usually enjoys his tobacco after a period of activity or after a meal. He sits, perhaps, in a comfortable chair. Under such circumstances, the restful qualities are enhanced.

There are also to be considered the effects of smoking on the taste, which is perhaps first stimulated but later paralyzed by tobacco. Smoke tends to settle the stomach, but interferes with its movements, thus arresting the pangs of hunger. In this manner it also prolongs the feeling of satisfaction and fullness after a meal.

Pipe Gives Confidence.

The neurologists point out that the driver of a motor car who holds an unlighted pipe or cigar in his mouth helps in this manner to give himself confidence in his driving.

The pharmacologist Dixon also recognizes the subtle effects of smoking, emphasizing particularly the rhythm, which resembles to some extent that which gives pleasure to dancing, singing, or chewing gum.

The person who smokes is occupied with matches, the handling of the cigarette or cigar, or the filling of the pipe and the cure of the ash. It is these considerations which have caused the majority of scientific writers to recognize the part played by tobacco in relation to the stress of modern life.

Incidentally may the writer of this series disclaim all prejudice by saying that he has not at any time ever smoked tobacco in any form, such as cigars, cigarettes or a pipe.

SPY TRIAL IN FRANCE.

FLIGHT FROM DEATH SENTENCE.

Accused of espionage and of having betrayed his fellow-countrymen to the Germans during the Great War, Jules Laperre, a Belgian, aged 35, was brought before the Paris Court of Assize recently.

Laperre had already been sentenced to death, in his absence, by a Belgian court.

It is alleged that during the German occupation he denounced patriotic Belgians who assisted people to cross the frontier into Holland.

After being sentenced to death, Laperre came to Paris under an assumed name.

Again Sentenced.

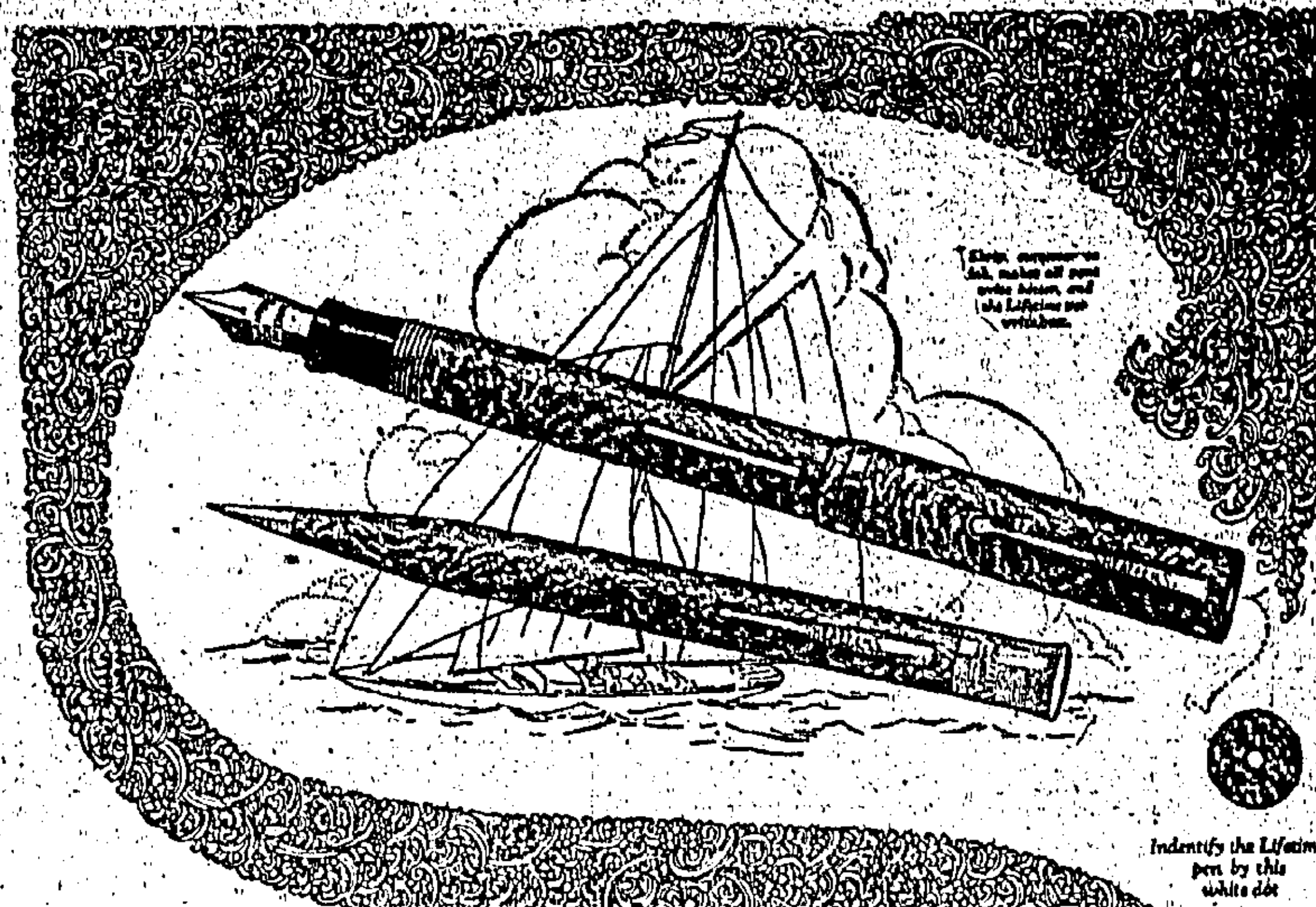
He was prosecuted recently on a charge of fraud, but not then being under arrest, he left Paris before his case was heard and was sentenced in his absence to a term of imprisonment.

The fugitive was discovered a short time ago in Strasbourg by a detective, who identified him as the Belgian Laperre who was under a sentence of death.

He was taken back to Paris, and the French authorities decided to re-try him in Paris in accordance with a Franco-Belgian agreement whereby Belgians arrested in France or Frenchmen arrested in Belgium on charges of crime against the cause of the Allies can be tried in either country.

Fifty witnesses have been called to give evidence, and the trial is expected to last four days.

It is stated that the Public Prosecutor will demand a sentence of deportation for life.



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with the white dot

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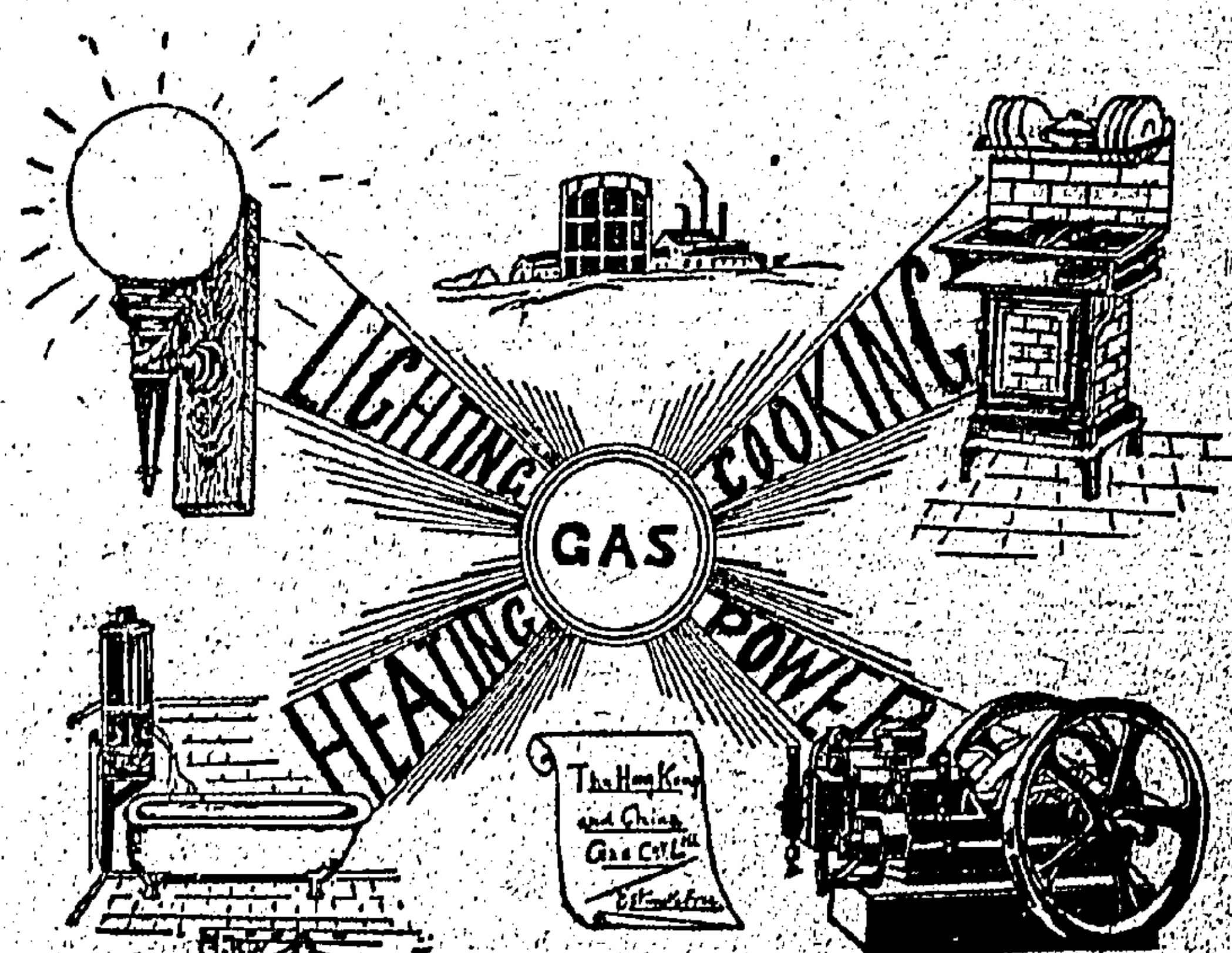
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NEW TIME TABLES OF THE KOWLOON MOTOR BUS SERVICES.

The public are hereby notified that the following Time Tables have been approved by the Police Dept. and the services will be inaugurated on April 1st, 1928.

KOWLOON MOTOR BUS COMPANY

ROUTE No.	ROUTE	LEAVING STAR FERRY	LEAVING LAI CHI KOK	SERVICE
2.	Star Ferry to Lai Chi Kok via Nathan and Tai Po Roads.	6.23 a.m. to 10.49 p.m. Late Buses 11.20 p.m. 11.39 p.m.	6.01 a.m. to 10.21 p.m. Late Buses 12.01 a.m. 12.11 a.m.	Every 10 Minutes
6.	Star Ferry to Kowloon City via Nathan and Prince Edward Roads.	5.58 a.m. to 6.28 a.m. 6.28 a.m. to 10.28 p.m. 10.28 p.m. to 12.28 p.m.	6.03 a.m. to 10.34 p.m. 10.34 p.m. to 12.14 p.m.	Every 10 Minutes " 5 " " 5 " " 15 "
8.	Star Ferry to Kowloon Tong via Nathan, Prince Edward and Montague Ede Roads.	6.27 a.m. to 10.57 p.m. 10.57 p.m. to 12.42 a.m.	6.07 a.m. to 10.57 p.m. 10.57 p.m. to 12.17 a.m.	Every 10 Minutes " 15 "
9.	Star Ferry to Argyle Street Mong Kok via Nathan Road (Rush hours only) Sundays & Holidays excepted	8.05 a.m. to 9.35 a.m. 1.05 p.m. to 2.35 p.m. 5.05 p.m. to 6.05 p.m.	8.30 a.m. to 9.50 a.m. 1.22 p.m. to 2.50 p.m. 5.20 p.m. to 6.20 p.m.	Every 10 Minutes " " " " " "
10.	Star Ferry to Kowloon City via Canton Road, Shanghai Street & Prince Edward Road.	6.17 a.m. to 9.27 p.m. 9.27 p.m. to 10.03 p.m.	6.04 a.m. to 10.34 p.m.	Every 10 Minutes " 15 "

LAM MING FAN,
Secretary
Kowloon Motor Bus Co., Ltd.

CHINA MOTOR BUS Co.

ROUTE No.	ROUTE	LEAVING STAR FERRY	LEAVING SHAM SHUI PO	SERVICE
1.	Star Ferry to Sham Shui Po via Nathan, Prince Edward and Lai Chi Kok Roads	5.57 a.m. to 7.47 a.m. 7.47 a.m. to 10.57 p.m. 10.57 p.m. to 12.42 a.m. 1.12 a.m. Special Bus	5.57 a.m. to 7.47 a.m. 7.47 a.m. to 10.57 p.m. 10.57 p.m. to 12.22 a.m.	Every 10 Minutes " 5 " " 15 "
7.	Star Ferry to Kowloon Hospital via Nathan Road, Argyle Street, Ho Mun Tin and Waterloo Road.	7.27 a.m. to 9.27 p.m.	7.27 a.m. to 9.27 p.m.	Every 20 Minutes
9.	Star Ferry to Argyle Street Mong Kok via Nathan Rd. (Rush hours only) Sundays and Holidays excepted	7.51 a.m. to 9.21 a.m. 12.51 p.m. to 2.01 p.m. 4.41 p.m. to 5.51 p.m.	7.39 a.m. to 9.16 a.m. 1.16 p.m. to 2.16 p.m. 4.56 p.m. to 6.06 p.m.	Every 10 Minutes " 10 " " 10 "
11.	To Kwa Wan to Sham Shui Po via Kowloon City Road, Hung Hom, Chatham Rd., Gascoigne Rd., Canton Rd., Shui St. & Lai Chi Kok Rd.	6.00 a.m. to 9.10 p.m. 9.10 p.m. to 11.25 p.m.	6.05 a.m. to 9.15 p.m. 9.15 p.m. to 11.45 p.m.	Every 10 Minutes " 15 "
12.	Star Ferry to Sham Shui Po via Canton Rd., Reclamation St., Mong Kok Rd., Shui St. & Lai Chi Kok Rd.	6.18 a.m. to 9.28 p.m. 9.28 p.m. to 11.58 p.m.	6.18 a.m. to 9.28 p.m. 9.28 p.m. to 11.33 p.m.	Every 10 Minutes " 15 "

NGAN SHING KWAN,
Manager.
China Motor Bus Co.

KAI TACK MOTOR BUS CO. (1926) LTD.

ROUTE No.	ROUTE	LEAVING STAR FERRY	LEAVING KOWLOON CITY	SERVICE
3.	Star Ferry to Kowloon City via Chatham and Gascoigne Roads.	5.47 a.m. to 9.25 p.m. 9.25 p.m. to 12.42 a.m.	5.25 a.m. to 9.20 p.m. 9.20 p.m. to 12.20 a.m.	Every 10 Minutes " 15 "
4.	Yau-mat to Kowloon City from Po Hing Theatre via Gascoigne and Chatham Roads.	5.50 a.m. to 12.45 a.m.	5.30 a.m. to 12.25 a.m.	Every 10 Minutes
5.	Yau-mat to Hung Hom from Po Hing Theatre via Gascoigne and Chatham Roads.	5.59 a.m. to 12.50 a.m.	5.45 a.m. to 12.35 a.m.	Every 10 Minutes

HO SIU WOON
Manager
Kai Tack Motor Bus Co. (1926) Ltd.

Route 1.	Star Ferry to Sham Shui Po	Route 7.	Star Ferry to Kowloon Hospital
2.	Star Ferry to Lai Chi Kok	8.	Star Ferry to Kowloon Tong
3.	Star Ferry to Kowloon City	9.	Star Ferry to Mong Kok
4.	Yau-mat to Kowloon City	10.	Star Ferry to Kowloon City
5.	Yau-mat to Hung Hom	11.	To Kwa Wan to Sham Shui Po
6.	Star Ferry to Kowloon City	12.	Star Ferry to Sham Shui Po

Approved
E. D. C. WOLFE,
Capt. Supdt. of Police.

Hongkong, 28th March 1928.

HOUSES FILLED WITH SUNSHINE.

IDEAL HOMES OF THE FUTURE.

Wonderful gardens and the House of the Future were the outstanding features at the Ideal Homes Exhibition which opened at Olympia.

Real sunlight, switched on by request, was installed in the wonderful House of the Future. The designers consider that in fifty years time nobody will dream of buying a house where sunlight is not on tap. It is claimed that this "sunlight" possesses rays with health-giving and tonic qualities akin to the sunshine of the seaside and the Alps.

No matter what the weather may be the children of this house of the future, may play in an atmosphere permeated with ozone.

A great bathing pool, after the Roman style, is sunk into the floor of a balcony which forms a wing of the house. This balcony is also bathed in the artificial sunshine and is one of the most pleasing features of the villa.

Movable Flower Beds.

All the rooms face the South, and the shape of the walls can be changed at will, so that monotony will be unknown. This idea of changing surroundings at will is even extended to the garden, where flower-beds can be taken up and placed in whatever position the owner chooses.

Work-saving appliances and space-saving devices are legion. The kitchen is ultra modern and full of new and revolutionary ideas. Heating and the service of food will be automatic, and there will be no washing up, as plates and cups are of carton and must be destroyed after use. There is a flat roof garden under glass and the beds resemble bunks.

The colour schemes of the apartments are changeable at will by means of multi-coloured masked lamps. In the main living room, there is a radio receiver and transmitter. There is also an electric typewriter, television, automatic secretary, and an instrument conveying the idea of television.

A garage shelters an aero-car designed to run out and rise vertically into the air.

In the annexe of Olympia were twenty gardens of varying types and sizes. Those arranged by Messrs. Carter were especially beautiful and should prove among the most interesting exhibits.

FEWER PASSENGERS.

RAILWAY LOSES 47,000,000 FARES IN ONE YEAR.

A decrease of 47,000,000 passengers last year, as compared with 1925, was recorded by Mr. William Whitelaw, the Chairman, at the London and North Eastern Railway meeting.

The bulk of this loss he attributed to the traffic on the roads. During last year, the Chairman stated, the Company carried, including holders of season tickets, 47,000,000 fewer passengers than in 1925. The figures might seem incomprehensible, but a loss of seventeen passengers out of each train run on the system more than accounted for the whole decrease.

How far the loss was due to bad trade and lack of money, and how far road competition was responsible, was difficult to determine, but he thought they might conclude that the bulk of the loss was due to the enormous increase in road vehicles of all sorts, public and private.

It was untrue, the Chairman declared, that the railway companies had any such silly idea in their heads as that of obtaining a monopoly of road traffic. The companies had no intention of flooding the road with vehicles in competition with other people, but would be ready to co-operate with municipal bodies, individuals and companies, and would seek to connect villages with stations by their own vehicles or by arrangement with other owners.

44 Officers—One Basket.

Criticism of the management of the company came from several shareholders.

Colonel Hilder declared: "This morning I saw at the station 43 uniformed men and one policeman to remove a basket of washing from Colchester."

Mr. C.F. Smith (Grimsby) stated: "At the stations in the North the staff was so numerous that men were falling over one another."

Mr. Whitelaw offered to consider any suggestion for improved organisation.

CONVICTED SPIES' APPEAL.

TEN YEAR SENTENCES TO STAND.

The Court of Criminal Appeal, composed of Mr. Justice Avory, Mr. Justice Horridge, and Mr. Justice Salter, heard the appeals against conviction and sentences of ten years' penal servitude and two years' hard labour passed by the Lord Chief Justice at the Central Criminal Court on Wilfred Francis Remington Macartney and George Hansen for offences under the Official Secrets Act and for conspiracy. Both appellants were present.

The appeals were dismissed.

Serjeant Sullivan, K.C., for Macartney, said that the Lord Chief Justice, in dealing with so vital a matter as testing the credibility between two witnesses, made a prejudicial comment in asking the jury to reflect that one of those witnesses came from the dock. He said, "Something has gone wrong or the prisoners would not be in the dock," and "if people behave with absolute circumspection it may be that they avoid the dock."

Submitting that the sentence was excessive, Serjeant Sullivan said: "The departments concerned take quite an exaggerated view of the practice of espionage. It is going on everywhere all the time."

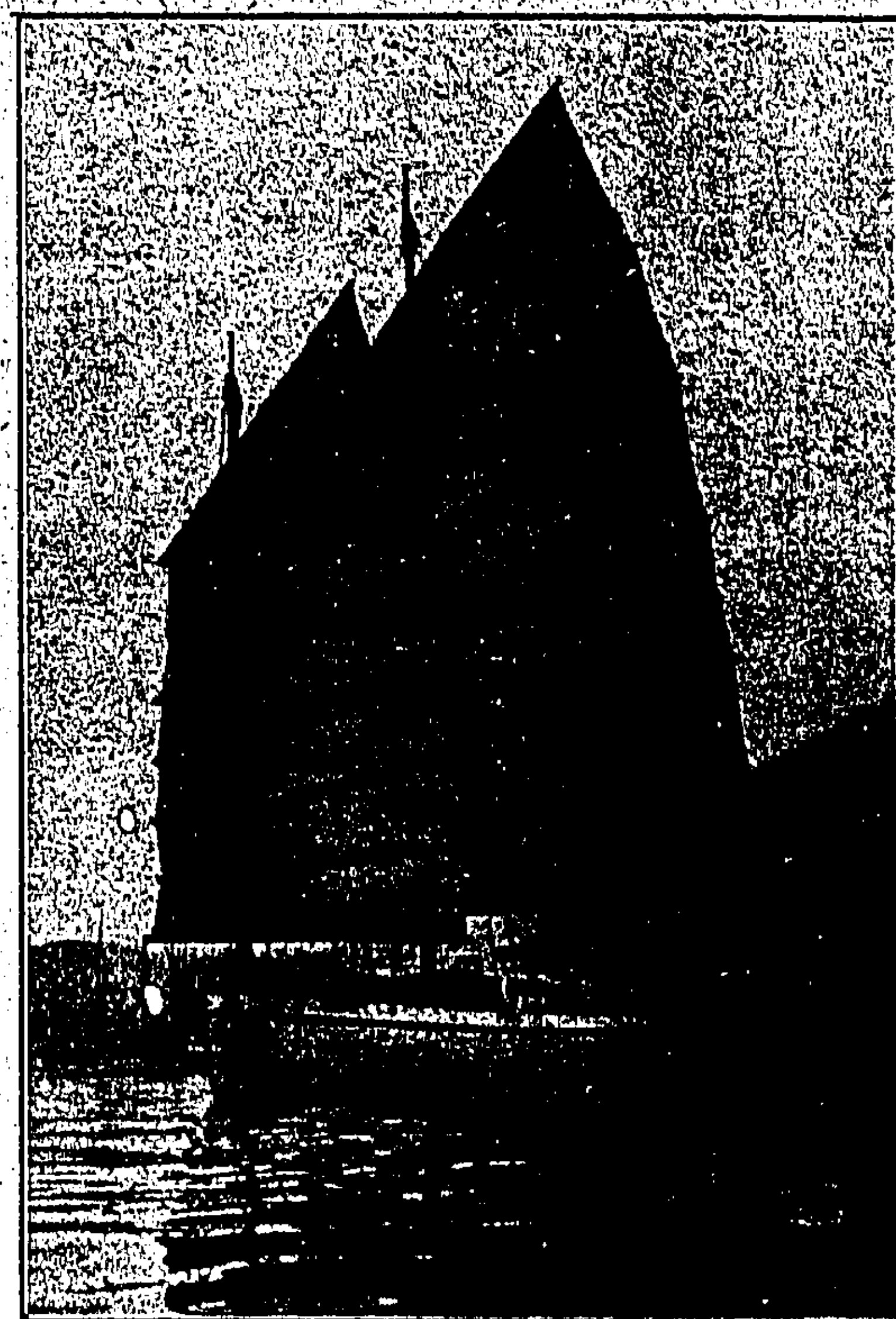
Mr. J. B. Melville, on Hansen's behalf, emphasised the extremely minor part which Hansen played in the transactions, and said that he had to draw a comparison between the conduct of the two appellants, each of whom received the same sentence. Hansen owed no allegiance to this country, and had therefore broken no allegiance. Entirely different considerations really applied. If the conviction were upheld he thought a sentence should be passed which would mark the differences in the position between the two men.

Appeals Dismissed.

Giving the decision of the Court, Mr. Justice Avory said that the appeals were on alleged grounds of law, but with regard to the argument that the case for the defence was not put fairly in the summing up, it was a plea with which the Court was familiar. It was suggested that a defence should be put to the jury as a genuine one even when it was obviously a false one. That was a contention that could not be supported.

With regard to the sentence, his Lordship remarked: "It is well to observe that the Statute under which these convictions

THE "SNIPE" GETTING UNDER WAY.



An effective picture of auxiliary yacht "Snipe," winner of C Class Cruiser Championship and other races organised by the R.H.K.Y.C. this season. She is owned and sailed by Mr. F. J. Easterbrook.

DEATH OF TWO BOXERS.

HEAVYWEIGHT UNCONSCIOUS NINE DAYS AFTER FIGHT.

Without regaining consciousness, George Cairney, of Blantyre, a boxer, died recently in Edinburgh Royal Infirmary.

At Southampton on the same day, the death occurred of Bill Blake, the Eastleigh heavy-weight boxer, who was 23 years of age.

Blake, who was fighting Charlie Boissel for the Keovil Belt, was knocked out and all efforts to revive him failed.

He had been unconscious in hospital for nine days.

Mr. Justice Avory—There is no objection.

Hansen—May I see my solicitor?

Mr. Justice Avory—Yes. The prisoners, who seemed unconcerned, were then taken away.

WHEN DO YOU ENJOY YOUR CIGARETTES MOST?

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Fresh stocks constantly arriving.
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WOMAN'S
WORLD

ELITE STYLES



DAINTY HATS
LOVELY HAND-BAGS
NOVEL FANCY GOODS
A. P. C. Building

REPTILE SKIN.

VERY MUCH IN VOGUE.

The best dressed woman has taken up the once abhorred reptile skin, as though it were a mascot; and coats, dresses, hats, handbags, belts, and umbrella-handles are seen—sometimes, the entire article—sometimes, just the trimming, in reptile skin.

Reptile skin is so subtle that it can be worked like silk or chiffon. Besides, the markings are very beautiful, and the skins are found in all the fashionably shades, so that whether the toilette be in grey or blue, beige, green, or red, the right tone can be chosen to harmonise.

A remarkable costume designed for sports wear, and seen recently, was entirely in snakeskin. It had a coat shaped like a riding coat, with a neat little turndown collar and very soft, and trimly fitting, little skirt, laced down one side.

Then there are all the little trimmings on kasha and crepe-frocks, little collars, cuffs, belts, strappings of all kinds. Nothing is smarter or more distinguished than this combination of skins and material.

FOR MORNING WEAR.



Charming for morning wear is a frock little dress of yellow and blue plaid taffetas, with collar, cuffs and tie in very pale yellow. Note the gauged, slightly higher waistline.

SPRING MILLINERY.

BRIMS THAT FRAME THE FACE.

Many of the new spring hats are charming and feminine and essentially becoming. This is good news after months of "skintight" models, of hats that resemble the helmets worn by the military heroes of mythology or the headgear of American baseball players. The brim as a frame to the face has come back. Some delightful effects have been achieved by one millinery designer in whose showrooms were recently shown the latest models, with brims that are box-pleated, fluted, or "knocked" trained in the becoming way they should go up and down, and, newest of all, doubled under. This turning of the brim under instead of over, requires a skilled touch, but is most successful when precisely right, giving novel curves above the face.

Fine And Coarse Straws.

Hemp is a favourite straw. Crinoline and cellophane are a good deal used. Beige, apple-green, brown, palest apricot, hyacinth blue and navy were among the colours especially noticed. A rather wide-brimmed hat, designed for a quite young girl, was of coarse straw with a silky finish reminiscent of a fashion of long ago, trimmed with red, yellow and mauve flowers made of feathers. The brim was underlined with cream-petersham ribbon. Ostrich feathers are returning, but, like so many other things today, they must not look too much like themselves. They are so shaped and moulded to the hat that at a little distance they look surprisingly like velvet. Needless to say, they do not wave; not a frond stirs, and sometimes the feathers are bound with straw. A

BRIGHT ROOMS.

MAKING THE MOST OF MIRRORS.

Nothing has such a transforming effect on a room as a well-placed mirror. A narrowly-black-edged one brightens the gloomiest hall, but if space will not permit of this, try the effect of an oblong one hung horizontally above a small table bearing a pair of orange candles in brass or wooden candlesticks. Always see that a pretty scene is reflected.

The dining-room mirror is usually framed in wood to match the furniture. Tradition hangs it over the sideboard, but it must be arranged so that the diners are not forced to look at their own reflections during a meal, as nothing is more irritating. Then, perhaps, it reflects only a blank wall. In that case, the proper place for the mirror is opposite the fireplace, or some beautiful picture, or, best of all, the windows. This gives a bright effect in the darkest room. The drawing room offers greater scope for ingenuity and individual taste. Rooms which have been connected by doors are often improved by the use of a large mirror to hide the partition. Sometimes, however, it is a little embarrassing to be faced perpetually with a life-size picture of all the people in the room. A low, marble shelf on which to rest the mirror is essential, and the painter who can touch up the corners with a sloping bank of rushes or flowers, and perhaps a few birds or butterflies, will greatly enhance the effect.

Period Rooms.

In period rooms, small gilt-frame mirrors to match a long-ornate one opposite the window are used to lighten dark corners. A too-light expanse is effectively toned down by the addition of a dull, old gold frame enclosing—not a mirror—but a piece of black velvet under plain glass. The new fashion for frames composed of multi-coloured fruit or flowers is effective especially in the more sophisticated type of bedroom. Here, however, as in the bathroom, the position of mirrors depends more on light than decorative effect. Every bathroom should have a mirror framed in white enamel—or some delicate shade—on the same wall as the window, or at right angles to it. Those fixed in the door of a cabinet are best as they are easily adjusted.

As wardrobes are not always in the best position from the point of view of the light, available, arrange that through another mirror hung opposite, a good-back view is obtained. Have a light hung over

CHARMING GOWNS FOR THE STAY-AT-HOME WOMAN.



Gold brocade tea gown trimmed and cuffed in scarlet velvet.



Wide banding of brown georgette velvet on a tan silk house frock.

COURT DRESSES.

DEBUTANTES WHO BEAR FAMOUS NAMES.

A piece of rare Aubusson tapestry needlework as the seat cover of an antique chair has provided a leading West-end dressmaker with inspiration for some gowns to be worn at this year's Royal Courts.

Four Courts will be held by the King and Queen this season, and it is expected that two will be on consecutive dates during the last week in May, the other two being held during the first fortnight in June.

Many orders for Court dresses have already been placed with dressmakers, and the latter are busy seeking ideas which are original without being in any way freakish or sensational or departing from the official regulations.

These regulations are not likely to show any departure from those of last year, and Mr. Edward Symonds, managing director of Reville, of Hanover-square, showed me some designs for Court dresses which have "official approval" writes a woman representative of a Home paper.

Unusual Colour Groups. Rich brocades will be used for many Court gowns this season, and the materials show rare colour combinations from unusual sources, as in the case of the colours which have been inspired by the Aubusson tapestry chair seat.

The old unwritten law that debutantes should wear white when being presented at Court, no longer holds good, but it is well known that the Queen's preference lies in this direction.

This year's debutantes include many girls with interesting names—Miss Diana Churchill, Miss Diane Chamberlain, and daughters of Lady Astor, M.P., Lady Violet Astor, and of the Viceroy of India and Lady Irwin being among them—and a large number of these girls will wear ivory Court gowns.

Some debutantes are choosing soft ivory satin gowns with trains, to match, lightly trimmed with jewelled embroidery of crystallised pearls or diamonds. Coloured jewelled embroidery in which pink topaz, rubies, aquamarines, and sapphires appear, will also be seen on many of the dresses at Buckingham Palace this season.

It is of special interest to find how many debutantes are selecting gowns of ivory touched with green. Green is a leading colour with the Court gowns of this year, and appears in many old and new tones. Naples green, lime green, almond green, and Chert green are among them.

A New Weave Of Satin. Broken white and smoked, ivory and two attractive tones which are likely to be very popular, whilst materials include a new weave of satin which has exceptional suppleness and draping qualities.

The general tendency for skirts to be longer makes it easier for dressmakers to design Court gowns which shall please their wearers and be no more than the official nine inches from the ground. Many gowns show an uneven hem line, and the hem which falls in a series of points is very popular this season, and is especially attractive when carried out in georgette, chiffon, lace or other filmy materials.

One of the official designs for the elder woman is a satin gown of almost angle-length with jewelled embroidery, in which the satin is draped to one side, where it hangs with deep pointed effects.

LETTERS.

OF MARRIED PEOPLE.

[BY LADY KITTY VINCENT.]

"I'm so sorry," said newly married Jill to Jack. "I thought this was a bill and I opened it, but I see it's a private letter."

Jack put it in his pocket without saying anything and Jill, who had seen just enough of the letter to make her feel curious, was left a prey to curiosity and also feeling that she had annoyed her husband.

Should husbands and wives ever open each other's letters?

Never! is the only satisfactory answer. It cannot do any good and it may do incalculable harm. I knew a couple who opened each other's letters, and one day the wife discovered that her husband had lent an old friend a certain sum of money. That sum was repaid to the last penny, but the woman never felt the same again towards the man who had borrowed it, and in the end the friendship languished and died between the two men owing to the wife's unconscious attitude of disapproval.

In another case the wife had a woman friend who had a silly flirtation with a married man. The former helped her friend as best she could with advice and her greater knowledge of the world, and in the end the friend broke with the man entirely, but not before, through reading one of her letters, the husband had discovered what was happening. Ever afterwards he insisted that the friend was not a good companion for his wife, and another friendship was dropped.

At bottom it is suspicion that causes a married couple to wish to see each other's correspondence, because if one of them has a letter that will interest the other he or she will naturally share it. And if by any chance a letter is the means of arousing suspicions that all is not as it should be what good has been done? A man or a woman may have a foolish infatuation for a member of the opposite sex, which if left to itself will die a natural death. If it is discovered there are recriminations and reproaches and a breach has been made which can never be quite healed.

And Pendants!

Specially beloved hats are to wear pendants as well as brooches. These hang and sway from the head of a jewelled dagger thrust into the hat, the pendant hanging on a slender short chain.

THIS WEEK'S RECIPE.

APRICOT CREAM CAKES.

Beat together 2 ounces each of butter and sugar; add half a beaten egg; stir in 2 ounces of flour, and then 1 teaspoonful of apricot jam. Lastly, add 1 teaspoonful of thick cream. Mix well, and drop, a spoonful at a time, on to a greased baking tin. Bake a pale brown; remove the cakes from the oven, and roll up while warm and soft; leave them on a sieve till cold.

Buttonholes For Hats.

Hats, are to have buttonholes! Not mere posies, but carefully arranged blossoms, with stems wrapped in silver paper, pinned slantwise across the crown with a brooch. It is suggested that in summer these are to be real!

GEORGETTE & LACE.



Pale green georgette is combined with silver lace to fashion this dainty dance dress, silver galon, being used to bind the bodice and form a narrow belt.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Feb. 16. This week, as you will see, we are entirely letting ourselves go on jumpers. On the extreme left we have an exceptionally smart jumper in oyster white satin, with a diagonal neck-line and tucks. As you will observe, there is some sort of system about these tucks—a continuity of line in bodice and sleeves. The middle jumper illustrates the popular "square" neck, and the model was in maize coloured crepe de chine, with trimmings of drawn thread and crystal buttons. Number three is a model of the separate blouse which is particularly useful for sports wear. This one was in white crepe, with a crimson bow and a crimson suede belt. A red tartan skirt completed a very striking ensemble. On the principle of making the most of a good thing, I might as well draw your attention to the hat, which are typical of the new season's modes. All very akin to pudding-basins, as you will see; but with a certain "line" which makes each one suit the face of the wearer. I think this extremely close-fitting style will be rather short-lived, and that with the summer and the prospect of the sun shining on London we shall revert to the style more akin to the one on the extreme right.

Vanity Street.

When I found that by one of those horrible catastrophes which overtake the best-regulated fashion notes we had yet another jumper, I was rather afraid you would accuse me of lack of variety; but on the whole, I think it is as well to get our new season's jumper over in one stride and of course the garment

drawn by Stephanie comes within an entirely different category from those I have been describing to you. It is, in fact, distinctly unsporty, and suitable only for afternoon wear. Flowered crepe de chine was the material, and an excellent idea is that the skirt shall be the same colour as the binding and lining of the hip-flare, although in the sketch the process is reversed. The cross-



This is a jumper for afternoon wear in flowered crepe de chine. The binding and lining of the hip flare are of a plain contrasting colour.

over line is becoming very popular again, and that in case you haven't realised it—it has a very slimming effect.

The Street of Adventure.

Andrew Soutar's latest book is "Consider Your Verdict" (Hutchinson's). Mr. Soutar, by the way, comes within the category of authors who seem to turn out a book every six months. You will remember I have already indicted Frankau, McKenna, and Cosmo Hamilton on the same count; but so long as they keep up the quality, we don't mind! The publishers ask us, inside the "jackets" of "Consider Your Verdict," "Could any man, without using any but normal means, destroy no fewer than three men at different times, with a difference of some hundreds of miles between him and his victims? And if so, how?" The story has an attractive, love element, intermingled with the mystery of a young man who is accused of murdering his father (who, during the glimpse we got of him in the opening chapters, seemed most distinctly to merit his fate), and true love, having been strained to the uttermost, it is not until the last pages that we get a thrilling solution to a mystery which I can only advise you to read for your selves. If I tell you any more, I shall spoil it. Sir Philip Gibbs has written a new book (also published by Hutchinson's) entitled "The Day After Tomorrow," dealing with the present and future, at society, by which I mean everybody, as distinct from those designated by the large "S." If you like something to make you shudder, I recommend you to read this book on your list.

J. DISRAELI (DIZZY) DUGAN

LISTEN, KNUCK, YOU BEEN MAKING ME APPEAR DUMB LONG ENOUGH! AND THE "JOKES" YOU HAVE ME PULL ARE AWFUL!



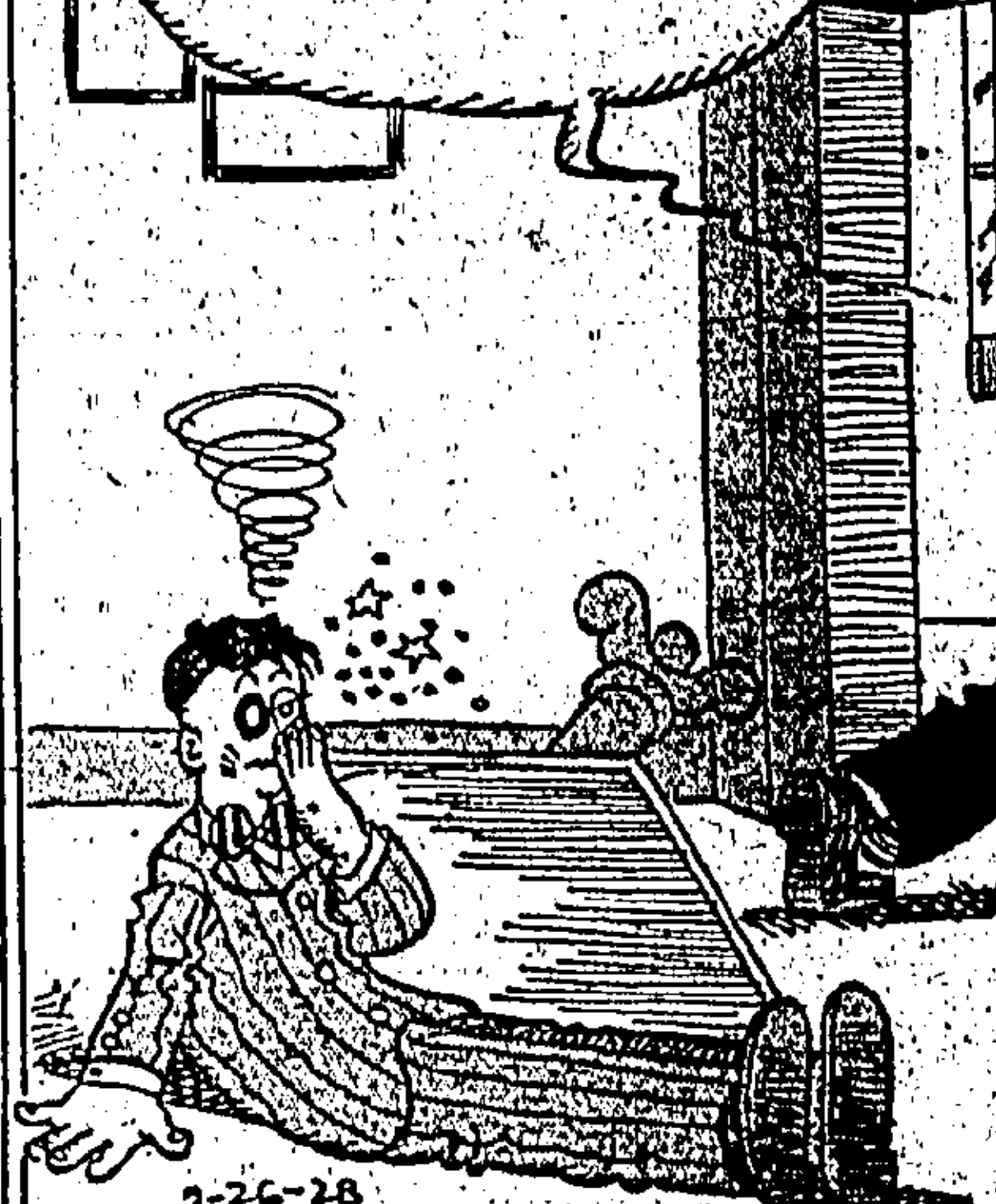
NOW JUST TO SHOW YOU I'M A SMART GUY, I'LL SLIP YOU THE FIRST GOOD JOKE YOU EVER HAD!



I BUY A PAIR OF NON-SKID SHOES TO WEAR DURING THE SLIPPERY WEATHER, SEE? THEN I GO OUT AND PROCEED TO SLIP ALL OVER, SEE? SO I GO BACK TO THE SHOE SALESMAN AND SAY: "THESE AIN'T SHOES - THEY'RE SLIPPERS!" HA!!



YOU'RE WORSE THAN I AM!



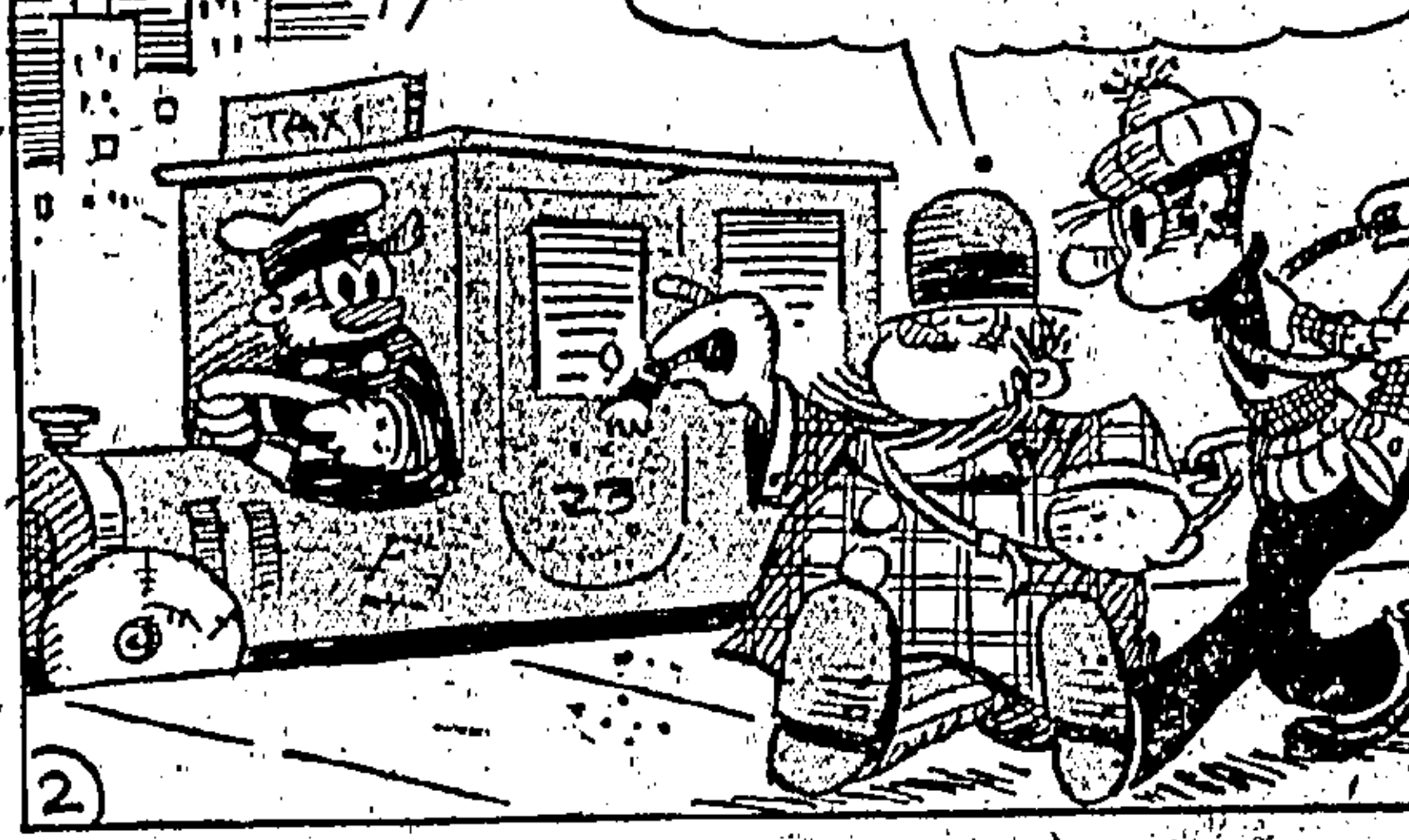
SALESMAN SAM

By Small

OH, BOY! THIS IS GONNA BE GOOD! GUZZ HASN'T BEEN ON SKATES IN TWENTY YEARS - AN' HE'S GONNA SHOW ME SOMETHIN' THIS AFTER-NOON - YEAH!

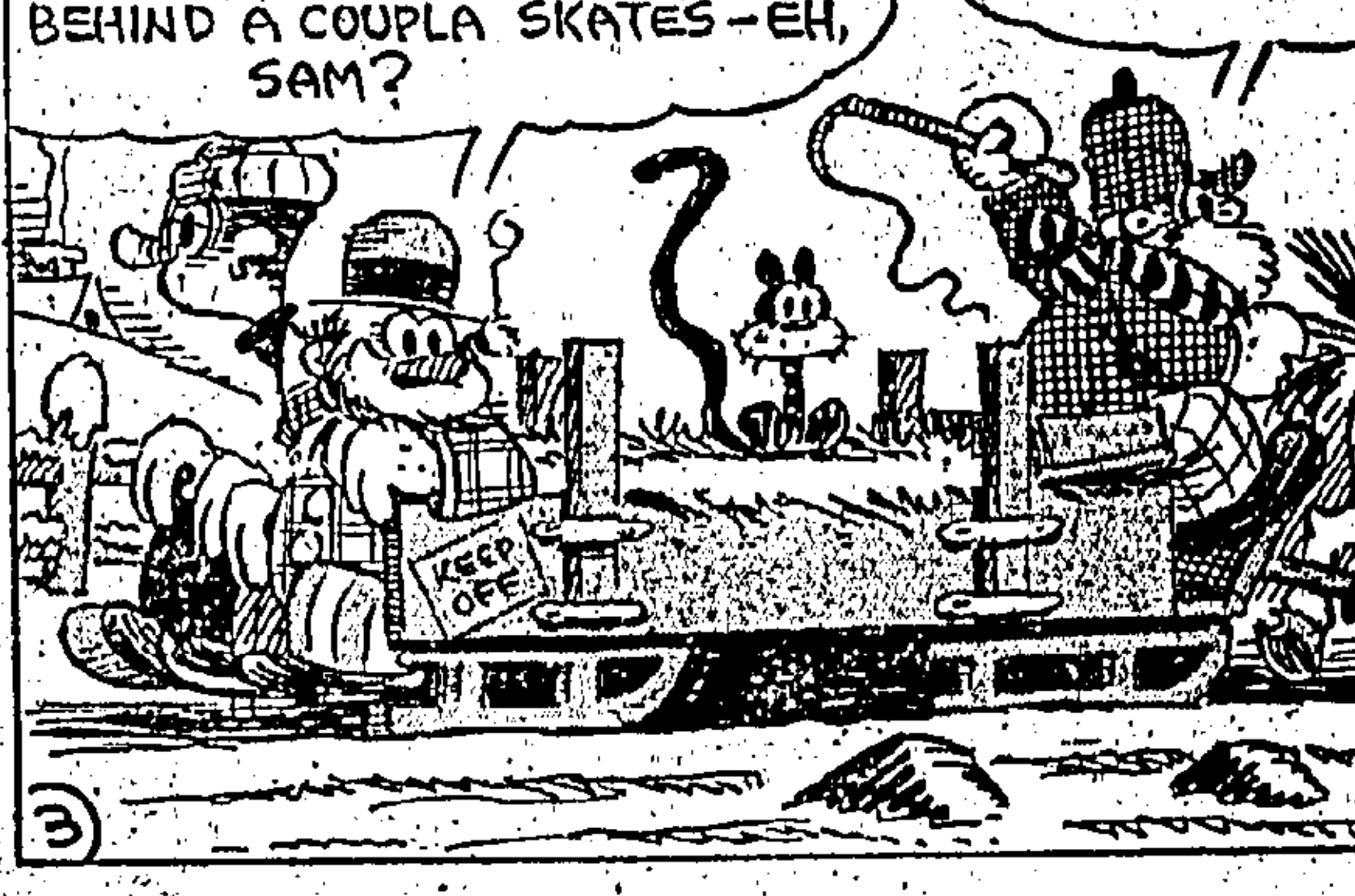


TAXI! ON YOUR WAY, YOUNG FELLA! WE'RE GONNA WALK AN' GIVE OUR DOGS SOME EXERCISE!



NOTHIN' LIKE HIKIN' OUT TO THE OL' MILL POND FOR A SKATE - BEHIND A COUPLA SKATES - EH, SAM?

GIDDAP, NERO! C'MON, ZERO!



TH' FARMER SAID TH' POND WAS THREE MILES THAT WAY!

YEAH! BUT IT'S SIX MILES HIS WAY - I KNOW A FARMER'S MILE BY THIS TIME!

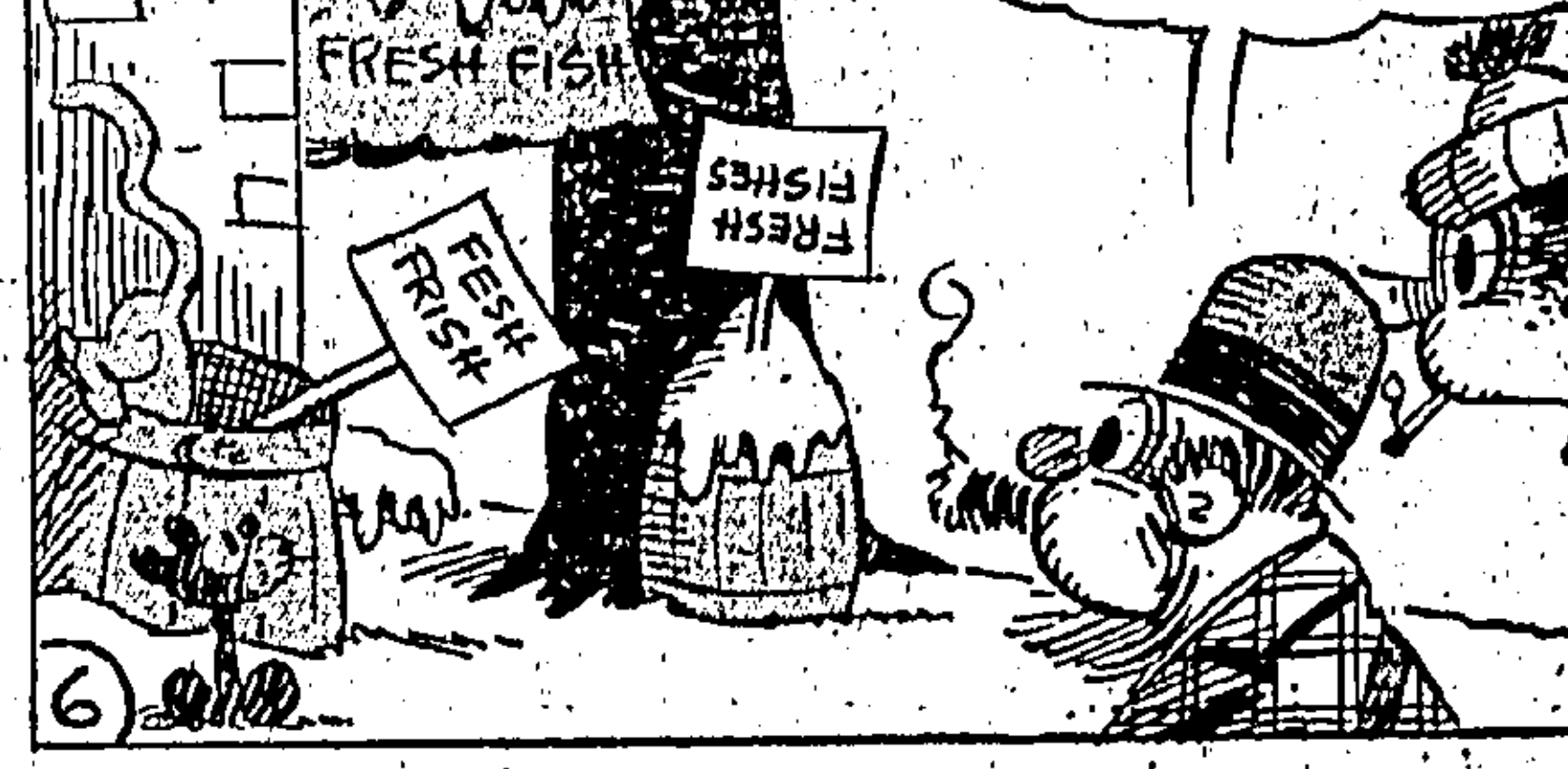


YA SAY YA USED TA SWIM IN THAT POND WHEN YA WERE A BOY? IT'S PROB'LY EVAPORATED BY NOW - THAT'S WHY YA CAN'T FIND IT!

AW DRYUP - YOU'RE ALL WET!

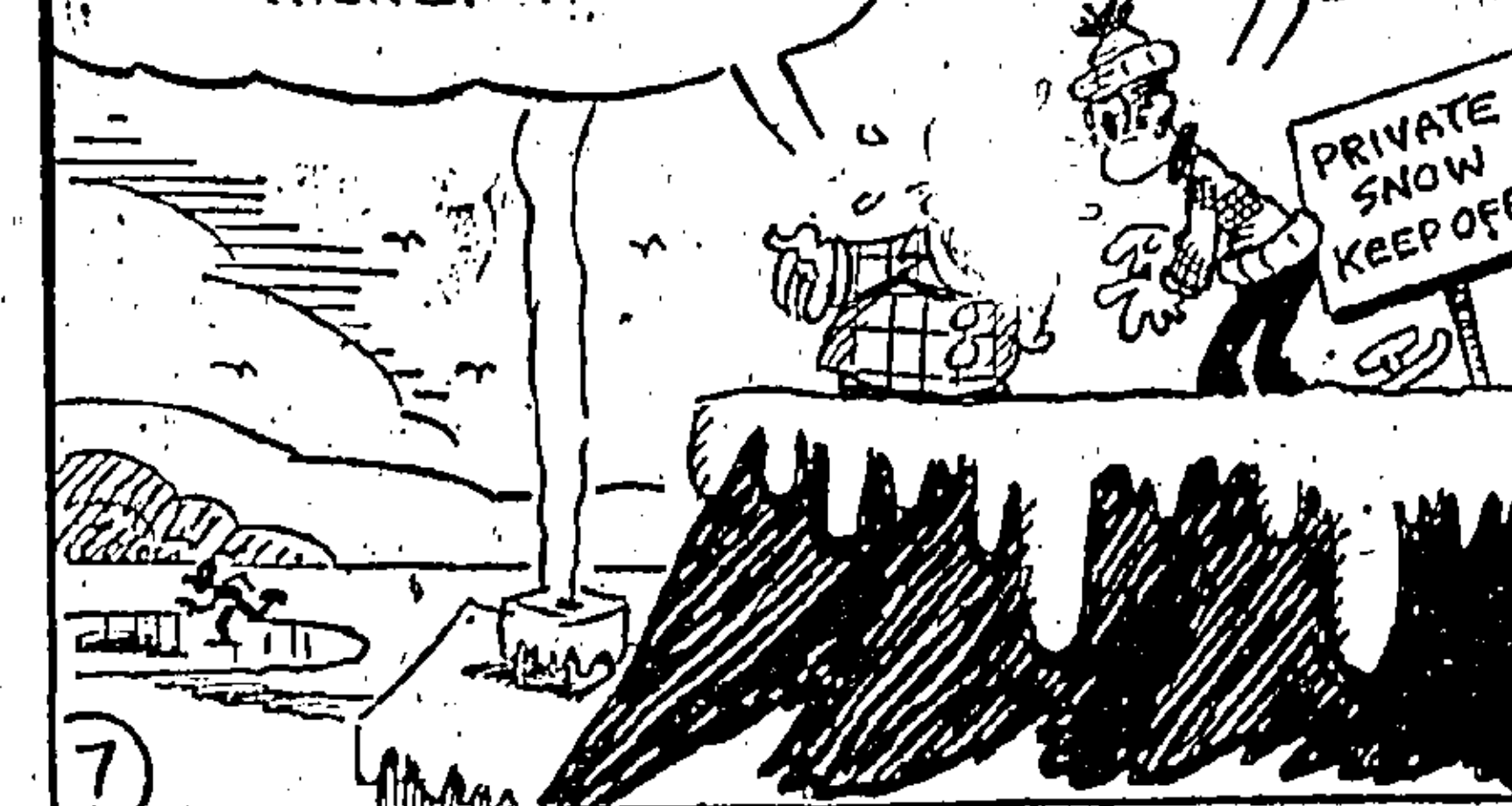


THERE'S PETE PIKE'S FISH MARKET - THE OL' SARDINE! I REMEMBER IT WELL! WE'RE GETTIN' CLOSE TO TH' POND NOW!



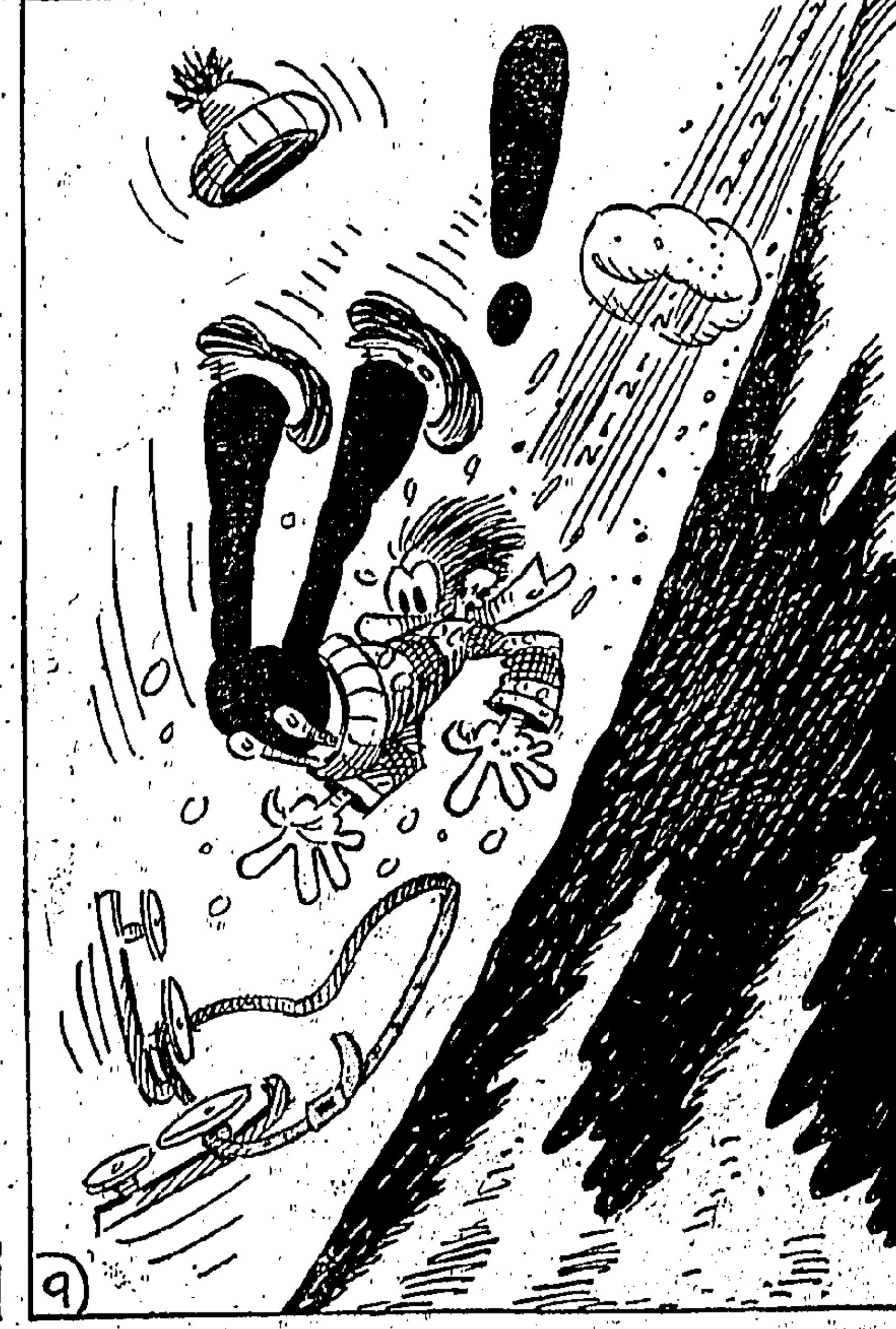
THERE Y' ARE, SAM! A COUPLA MORE MILES AROUND THIS BEND AN' WE'LL BE THERE!

YOU'RE GOOFY, GUZZ!



I DON'T KNOW ANYTHING ABOUT TH' PLACE BUT THERE SURE MUST BE A NEARER WAY TA GET TO THAT POND!

I TELLYA THERE AIN'T!



THERE YA ARE, GUZZ! I TOLDJA THERE WAS A SHORT CUT!!



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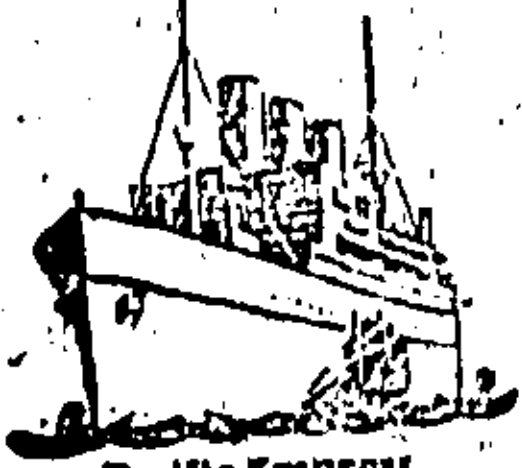


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G. METZINGER.....22nd May	G. METZINGER.....22nd May
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LAWN BOWLS.

ANNUAL MEETING OF K.B.G. CLUB.

The first step towards an effort to limit the number of seafaring members of the Kowloon Bowling Green Club, was made at the annual meeting which was held in the Club house yesterday evening, under the chairmanship of Mr. C. Bond (President).

Supporting the chairman were other members of the general committee. Prior to commencing the usual business, the chairman asked the meeting to stand in silence as a mark of respect to "our dear departed comrades," the late Mr. C. W. Alexander, Capt. R. Turnbull, Mr. E. Cooper, and Mr. W. G. Gerrard.

Reviewing the activities of the year, the chairman said that the net profits for 1927 were \$1,455.22, which, after taking into consideration the heavy expenditure, such as the additions, alterations, etc., to the Club house, could be considered quite satisfactory, and he trusted would meet with the approval of the members.

Continuing, Mr. Bond said that on the suggestion of the Club's auditors, the committee had deemed it advisable to take out a further insurance policy of \$10,000, which gave them a total of \$30,000 in insurance against all damages, excepting damages by typhoon. Against typhoon damage there was a policy for the amount of \$10,000.

The Ground.

Reference was made to the condition of the ground, the chairman remarking that the Club had been very unfortunate during the past year. The sand and mud from the road had practically destroyed the greens, which were not in a fit condition for play. The greens committee started returfing and patching, but owing to their continuous use the greens were not in the same condition as in previous years.

However, the club had managed to conclude the season, and so soon as the year's play had finished, it was recommended that the grounds should be closed, and on the advice of the greens committee the drastic measure of closing the greens was adopted.

The chairman remarked that the greens and tennis courts would be open again in the near future. During the past year, the committee started a series of whist drives in the club, and these proved to be most enjoyable and were appreciated by the ladies and members who took part. They were discontinued for the winter months, and would be recommenced in due course.

The chairman said he wished to record a hearty vote of thanks to the Secretary and Treasurer for the way they carried out their duties during the past year. These two posts were no sinecures, and he was pleased to see that both had done their utmost during the past year. Their services were much appreciated. The chairman then proposed the adoption of the report and balance sheet.

The proposal was duly seconded, and carried unanimously.

The usual honorarium of \$200 each were approved by the meeting for the Hon. Secretary, Hon. Treasurer and convener of the bar committee.

New President.

In proposing the name of Mr. B. Wyllie as president for the ensuing year, the chairman said it would be useless for him to eulogize the capabilities of Mr. Wyllie as they all knew him so well. After sitting on the committee together for two years, the chairman said that he could assure the meeting that if Mr. Wyllie was given this high honour, the latter would do his utmost for the Club, as he had always done in the past, and members could rely on him.

Mr. Wyllie was unanimously elected president.

In rising to thank the meeting, Mr. Wyllie said that it gave him great pleasure to accept the post. Mr. Wyllie then proposed the name of Mr. D. F. Warren as Vice-President. For the year, and said that for Mr. Warren they held a particular affection. Mr. Wyllie recalled the day when Mr. Warren was first elected a member of the Kowloon Bowling Green Club. Since then he had been a very enthusiastic member of the Club. He did not think that they could do better than to have Mr. Warren as their Vice-President.

Mr. Warren, returning thanks for his election, said that it was a very pleasant surprise to him to have been elected Vice-President of the most important Lawn Bowls Club of the Colony. He remarked that he would conduct himself so that the members would not regret their choice. Mr. Warren said that he had a great feeling for the Kowloon Bowling Green Club and its members as that was the first organization that had extended a welcoming hand to him on his arrival in the Colony.

In proposing the election of Mr. D. Keith as a life member of the Club, Mr. L. Guy said that the committee desired to put forward for the life membership a very old member of twenty years' standing and one who had done yeoman service for the club both by representing it in lawn bowls and by his work in connection with the erection of the new Club house.

All the members were no doubt aware that Mr. Keith had also done much before the erection of the new club. Mr. J. T. Dobbie seconded, and said that he thought they could not have another member more entitled to become a life member than Mr. Keith. His services ought to be emphasized by the honour proposed by Mr. Guy.

In returning thanks, Mr. Keith remarked that to say he was taken by surprise was to put it but mildly. There were other men, perhaps not with such a long membership as his, who had done as much work if not more for the club than he had. He expressed appreciation for the honour conferred upon him, and remarked that what he had done had been a pleasure. He assured the meeting that he would continue to give of his best, as long as he remained in the Colony.

Mr. Wyllie then commented upon the large increase in the number of sea-going members, and proposed that the Club should limit their numbers to a ratio of 1 in 3. He pointed out that last year there were fifty-one new members, of whom twenty were ordinary members and thirty-one sea-going members.

He said that the management of the club would become more difficult if the number of sea-going members continued to increase. He then proposed that the membership fee for sea-going members be increased from \$3 for half a year to \$5, and that extraordinary general meetings should be held to consider the two points raised.

After much discussion, it was decided that extraordinary general meetings should be held to consider Mr. Wyllie's proposals.

The following officers were elected for the ensuing year:

President, Mr. B. Wyllie; Vice President, Mr. D. F. Warren; Hon. Secretary, Mr. R. Lapsley; Hon. Treasurer, Mr. E. F. Thompson; General Committee: Messrs. D. Gow, H. Nish, L. Guy, W. Russell, D. Keith, R. Duncan and T. Ferguson; Ballot Committee: Capt. Branch, Messrs. E. W. L. Hagbin, D. Harvey, P. T. Farrell, C. Atkinson and J. T. Dobbie.

Guayaquil, Ecuador, Mar. 30.—Sixteen bodies, irretrievably burned, have been recovered from the ruins caused by a disastrous fire yesterday.—Reuter's American Service.

CHANGE FOR BETTER.

RETURN TO CONFIDENCE AT HANKOW.

Hankow, Mar. 20.

The most convincing example experienced this year of the decided change for the better in local labour conditions is supplied by the almost simultaneous re-opening of a few days ago of the plants of the British Cigarette Co. and of the International Export Co. While as yet neither organization will function to the same extent as formerly, the re-opening of the plants, even on a limited scale, is indicative of a return to confidence on the part of the big foreign employers of labour in the port.

Despite the fact that there are no outward indications of the long-threatened communist rising in Hankow, the authorities continue their campaign of arrests and executions. Over the week-end, from Thursday, March 15, to Monday, March 19, the garrison firing squad added another 34 to its already big roll of victims. The opinion is held by thinking Chinese that these wholesale executions will do more to forward than to hinder the killing of each individual communist in the persons of his friends and relatives. There is no doubt that many of the alleged communists are convicted on the most trivial evidence.—Reuter.

MALAYAN VISITORS.

TEA PARTY OF THE C.R.C.

In honour of the Malayan Chinese football team, a very pleasant tea party was given by the Chinese Recreation Club, Causeway Bay, yesterday, there being a good attendance of members and friends.

After refreshments had been served, Mr. Ng Sze-kwong, chairman of the Chinese Recreation Club, delivered a short speech, in which he declared that it gave him the greatest pleasure to welcome in Hongkong the Malayan Chinese football team, especially when this marked the first occasion of such a visit to Hongkong or China.

Mr. Ng introduced Mr. Yau Kay-cheung, chairman of the Canton Chinese Amateur Athletic Federation, who had come down from Canton specially to make arrangements for the visit to the latter city of the Malayan sportsmen.

Mr. Ng concluded by asserting that he did not want to speak too much as he would speak again on the coming Friday night, during which the Malayan tourists would be entertained by the Hongkong Chinese Amateur Athletic Federation, adding that he wished the team every success in the field of contest during their brief stay in Hongkong and Canton.

Mr. Yoo Cheek-wah, Captain of the Malayan team, replied, and thanked the chairman and the club for the reception extended to the visitors, and for Mr. Ng's kind efforts in making arrangements for the team's visit to Canton. He added that practically all the members of his team were newcomers to Hongkong, and they found the people and the place highly interesting.

Mr. Yoo concluded by humorously saying that the appreciation of the Malayan players of the tea party was evidenced by the empty cups and plates on the table.

Mr. Wong Kum-ying and Mr. Yau Kay-cheung, also spoke a few words.

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"What! You ask me how I'm going to Shanghai?"

You must have lost your mind, John. You know

very well that I'm a hundred percent President

Liner booster. Those big ships run Interport

every few days and just about the time you want

to go, one of them is ready to sail. Marvelous

service, John, can't be beat anywhere?

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Pres. Madis in ... Tues., Apr. 10th Pres. Cleveland Wed., Apr. 4, 7 a.m.

Pres. Jackson ... Tues., Apr. 24th Pres. Pierce ... Wed., Apr. 18th

Pres. McKinley ... Tues., May 8th Pres. Taft ... Wed., May 2nd

Pres. Grant ... Tues., May 22nd Pres. Jefferson ... Wed., May 16th

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Pres. Garfield Sun., Apr. 8, 8 a.m. Pres. Wilson ... Sun., May 20, 8 a.m.

Pres. Harrison Sun., Apr. 22, 8 a.m. Pres. V. Buren ... Sun., Jun. 3, 8 a.m.

Pres. Monroe Sun., May 6, 8 a.m. Pres. Hayes ... Sun., Jun. 17, 8 a.m.

To Manila

Pres. Madison ... Apr. 2nd, 6 p.m. Pres. Jackson ... Apr. 16th, 6 p.m.

Pres. Garfield ... Apr. 8th, 8 a.m. Pres. Harrison ... Apr. 22nd, 8 a.m.

Pres. Pierce ... Apr. 10th, 6 p.m. aft ... Apr. 24th, 6 p.m.

For Bookings, Passengers and Freight Information apply to
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Telephone Central 2477, 2478 and 795
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4120, 4112, 4110, 4102, 4088 via SAN FRANCISCO
G4440 G4420 via JAPAN & SEATTLE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Tuesday, 3rd Apr.
Tenyo Maru	Tuesday, 17th Apr.
Korea Maru	Saturday, 7th Apr.
Hakone Maru	Saturday, 21st Apr.
SYDNEY & MELBOURNE via Manila & Port.	Wednesday, 11th Apr.
BOMBAY via Singapore, Penang & Colombo	Wednesday, 11th Apr.
South America (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama	Thursday, 19th Apr.
SOUTH AMERICA (East Coast) via Singapore, Capetown & Port.	Thursday, 19th Apr.
NEW YORK and/or BOSTON via PANAMA	Tuesday, 10th Apr.
LIVERPOOL via Singapore, Colombo, Port Said & Port.	Sunday, 15th Apr.
Lima Maru	Saturday, 14th Apr.
CALCUTTA via Singapore, Penang & Rangoon	Sunday, 8th Apr.
NAGASAKI, KOBE & YOKOHAMA	Friday, 20th Apr.
Shanghai, Kobe & Yokohama	Saturday, 31st Mar.
Hakozaki Maru	Monday, 2nd Apr.
Tottori Maru (Mojil Direct)	Monday, 2nd Apr.
Cargo only	

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For further information apply to: NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, (private exchanges to all Dept.)

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAI via SWATOW & SHANGHAI	Watsing Hongsang Yatsing Foshing	Sun. 1st Apr at 7 a.m. Wed. 4th Apr at 7 a.m. Sun. 8th Apr at 7 a.m. Wed. 11th Apr at 7 a.m.
TO YOKOHAMA via AMOY, MOJI & KOBE	Kumsang	Wed. 4th Apr at noon.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Sulsang	Fri. 13th Apr at 7 a.m.
TO CANTON	Yatsing	Tues. 3rd Apr at 7 a.m.
TO STRAITS & CALCUTTA	Kutsang	Tues. 10th Apr at 3 p.m.
TO SANDAKAN	Mausang	Satur. 7th Apr at 3 p.m.
TO TIENTSIN	Yusang	Mon. 2nd Apr at 5 p.m.

For freight or passage apply to: JARDINE, MATHESON & CO., LTD.
Telephone 215, Central General Managers

JAVA CHINA-JAP/

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Shanghai	Batavia	In Port	31st Mar	Amoy, Shanghai & Keelung
Shanghai	S'hai, K'lung	2nd Apr	4th Apr	Batavia
Shanghai	Java, Mcer	9th Apr	10th Apr	Amoy, N. China
Shanghai	N. China	9th Apr	11th Apr	Mcer & Java
Shanghai	Batavia	12th Apr	15th Apr	Amoy, Shanghai & Keelung
Shanghai	Java, M'ile	15th Apr	17th Apr	Swatow & Saigon
Shanghai	S'hai, K'lung	16th Apr	18th Apr	Batavia
Shanghai	Java, Mcer	23rd Apr	24th Apr	Amoy, Shanghai & N. China
Shanghai	N. China	23rd Apr	25th Apr	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to: Java-China-Japan Line.

GLEN LINE

Far Hongkong to London, 232.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENLUCE" (Via Oran)	9th Apr.
Motor Vessel "GLENHARRY" (Via Oran)	2nd May.
Motor Vessel "GLENLARA" (Via Oran)	16th May.
Steamship "GLENARVONSHIRE" (Via Oran)	13th June.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENLARA"	8th Apr.
Motor Vessel "GLENHARRY"	15th Apr.
Steamship "GLENARVONSHIRE"	28th Apr.
Motor Vessel "GLENBEG"	11th May.
Steamship "GLENBROOKSHIRE"	28th May.

For freight, passage and further particulars, apply to: JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

ENGINEERS AND SHIPBUILDERS.

(Continued from Page 2.)

health and I can assure you I appreciate the compliment very highly indeed. I hope you will now all join with me in drinking to the success and welfare of the Institution of Engineers and Shipbuilders of Hongkong. (Applause).

The Visitors.
Mr. J. Orniston, proposed the toast of the visitors. He extended a hearty welcome to the guests and expressed the hope that when they went away they would leave with the feeling that they would like to come back. (Hear hear).

The toast having been honoured, Mr. Roger C. Tredwell, the U.S. Consul General, responded. He remarked that someone had said that "A club is an association of good fellows." He had found during the past three years on many occasions that their institution had lived up to this definition of a club, but it was far more than a club. The institution filled a very definite place in the scheme of life in the Colony, not only because of the associations formed but also on account of the activities and achievements of the members. (Applause).

"Here in Hongkong," he said, "there is a number of large shipbuilding establishments, which make one of the proudest boasts of this Colony. Your engineering feats and your shipbuilding activities are something to be proud of, yet to be treasured and enhanced. When I think of the future possibilities of this Colony and consider what it may be twenty years from now, there is one hope. It is that the body and substance of your industrial life be carefully guarded and fostered by those who follow you."

Epoch-making milestones.
Mr. Tredwell went on to say that he did not intend to attempt to cover that evening the developments of engineering and shipbuilding from an historical point of view, but he would like to mention one or two epoch-making milestones in the professions. "We might begin with the question: Who was the first company promoter in the shipbuilding world? After much diligent research I discovered that it was Noah because he floated a limited company when the whole world was in liquidation (Laughter). My mind then turns to the Roman galley. After such a feast as we have had to-night I am quite certain that your visitors are content that they did not live in those days, especially if they consider that they might then have been compelled to become better oarsmen than are to be found in Oxford and Cambridge. (Laughter). One naturally cannot survey the history of shipbuilding without mentioning an era, which was filled with historical romance—the days of the old clipper ship. These were the vessels which carried international goodwill and brought about better understanding between the peoples of the world. Much could be said of what they did for Hongkong."

An International Note.
Finally, we have the modern steamship. The other visitors will, perhaps, permit me to bring in an international note and I hope the thought I express will be shared by all—both hosts and guests. This week it has been the pleasure and privilege of the Commander-in-Chief of the United States Asiatic Fleet, Admiral Bristol, to be your guest and we have observed in the harbour the American and British flags flying from the stern of many a man-of-war. Thank goodness, the Ad-

THE PHOTOMATON ARRIVES.

15-IN-THE-SLOT PORTRAITS.

London, Feb. 16.

The first public demonstration in this country of the Photomaton—a shilling-in-the-slot automatic photographing machine—will be given at Selfridges on Monday.

The Photomaton, an American invention, was described by the Daily News and Westminster, New York, correspondent, in November. The subject sits, inside a cabinet and eight pictures in eight different positions are automatically produced. From the strip of photographs a selection can be made for the finished pictures.

Two hundred Photomaton studies are being fitted up in this country.

about and then we shall be able to see fulfilled the Biblical promise, "The mountains may depart, the hills may be removed, but the covenant of our peace shall abide for ever."

Mr. Tredwell concluded by asking the company to drink heartily to the hosts.

A musical programme, arranged by Mr. T. G. Patterson, who himself was in splendid voice, was subsequently held. Mr. L. A. Jeeves, an entertainer, proved very popular; Mr. R. M. Keown sang several songs, his most popular number being "I Passed By Your Window," whilst Mr. W. S. Bailey won much applause for his song, "Out On the Deep," and being encored, gave a very nice recitation entitled, "Grin." Mr. E. J. Edwards proved a very capable accompanist.

AUSTRAL-CHINA NAVIGATION CO.

S.S. "CALULU"

will be despatched hence on the

18th APRIL, 1928

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Sailings from Hongkong—Daily at 8 a.m. and 10.30 p.m. (Sundays 10.30 p.m. only).
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MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).
FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).

EXCURSION TO MACAO.

SUNDAY, 1st APRIL.

HONGKONG TO MACAO	MACAO TO HONGKONG
9.00 a.m. "SUI AN"	5.00 p.m. "SUI AN"

NOTICE—No sailing to Macao at 8.00 a.m. Friday-Saturday 30th & 31st inst.
No sailing from Macao at 2.00 p.m. Friday-Saturday 30th & 31st inst.

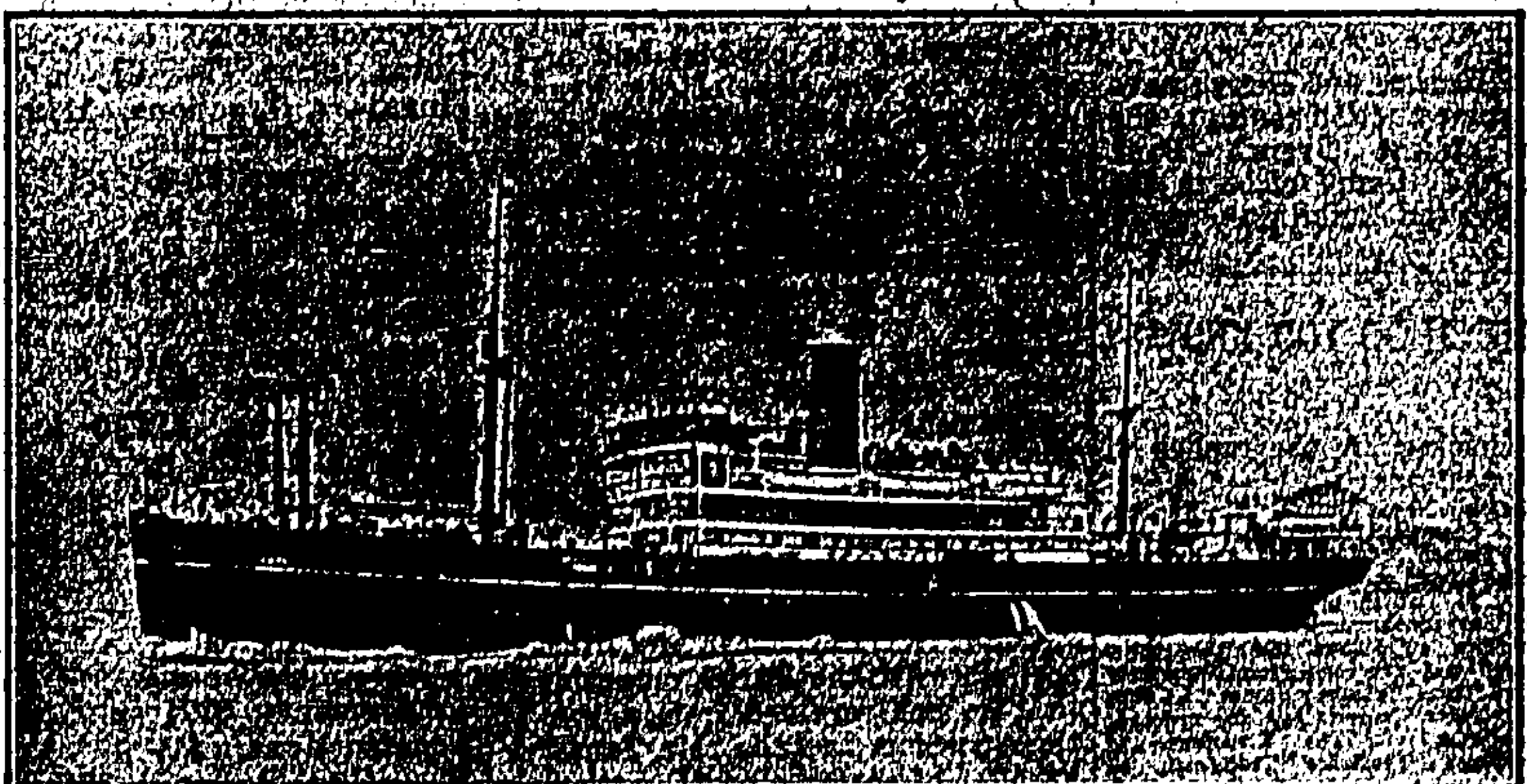
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Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
MANTUA	10,946	31st Mar. noon.	Marseilles & London
KALYAN	9,144	7th Apr.	Marseilles, L'don & A'werp
MONGOLIA	16,504	14th Apr.	Marseilles & London
INAGPORA	5,283	21st Apr.	Marseilles & London
MOREA	10,953	28th Apr.	Marseilles & London
LAHORE	5,252	7th May	Marseilles & London
KARHAR	9,005	12th May	M'ses, L'don, A'werp & Hull
KIDDERFORD	5,334	22nd May	Straits, C'bo B'bay & Karachi
MALWA	10,986	26th May	Bombay, Marseilles & London
JEYPORE	5,318	2nd June	Marseilles & London
ALIPORA	5,273	5th June	Straits, Colombo & Bombay
DELTA	8,097	8th June	M'ses, L'don, A'werp & Hull
NOVARA	6,989	16th June	Bombay, Marseilles & London
RANPURA	16,601	23rd June	Bombay, Marseilles & London
KHYBER	9,114	7th July	M'ses, L'don, A'werp & Hull
NANKIN	7,058	14th July	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

SHIRALA	7,841	2nd Apr.	S'pore, Penang & Calcutta
SANTRIA	7,754	11th Apr.	S'pore, Penang & Calcutta
TAKADA	6,949	24th Apr.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

AMAFURA	6,000	4th May.	Manila, Sandakan, Thurs.
TANDA	6,656	1st June.	Island, Townsville, B'bane
ST ALBANS	4,500	29th June.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hoir, Oebu, Kolambangan, Tawao, Timor, Darwin, or other ports en route as indicated on the Frequent connections from Australia with the following:—
The Union S. S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

ARAFURA	6,000	3rd Apr.	Moji, Kobe, Osaka & Yok.
TALAMBA	8,018	11th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
KASHGAR	9,005	13th Apr.	S'hai, Moji, Kobe & Yok.
JEYPORE	6,318	17th Apr.	S'hai, Moji, Kobe & Yok.
THATIPARA	7,764	21st Apr.	Moji, Kobe, & Osaka
KIDDERFORD	5,334	22nd Apr.	Shanghai, Moji & Kobe
MALWA	10,986	27th Apr.	S'hai, Moji, Kobe & Yok.
TALMA	10,000	3rd May	Amoy, S'hai, Moji, Kobe & Osaka
ALIPORA	5,273	3rd May	Moji & Kobe
NOVARA	6,989	8th May	Moji, Kobe, Osaka & Yok.
TANDA	6,656	8th May	Moji, Kobe, Osaka & Yok.
DELTA	8,097	11th May	S'hai, Moji, Kobe & Yok.
RANPURA	10,601	25th May	S'hai, Kobe & Yok.
NANKIN	7,058	5th June	S'hai, Moji, Kobe & Yok.
ST ALBANS	4,500	5th June	Moji, Kobe, Osaka & Yok.
KHYBER	9,114	8th June	S'hai, Moji, Kobe & Yok.
RAWALPINDI	16,619	22nd June	S'hai, Kobe & Yok.

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C., Agents.

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

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SAILINGS FROM HONGKONG

S.S. "CITY OF DUNKIRK"	via Suez Canal	20th Apr.
S.S. "CITY OF EASTBOURNE"	via Suez Canal	18th May.
S.S. "CITY OF NEWCASTLE"	via Suez Canal	15th June.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to Change without notice.

For freight and particulars, apply to: BUTTERFIELD & SWIRE & THE BANK LINE, LTD., HONGKONG.

Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—10 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	WILL REMOVED ON OR ABOUT
CHANGTE	6th April	13th April
TAIPING	11th May	18th May
CHANGTE	8th June	15th June
TAIPING	10th July	17th July

For Freight & Passage, apply to: BUTTERFIELD & SWIRE, Tel. C. 36 Agents.

HOTELS.

THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
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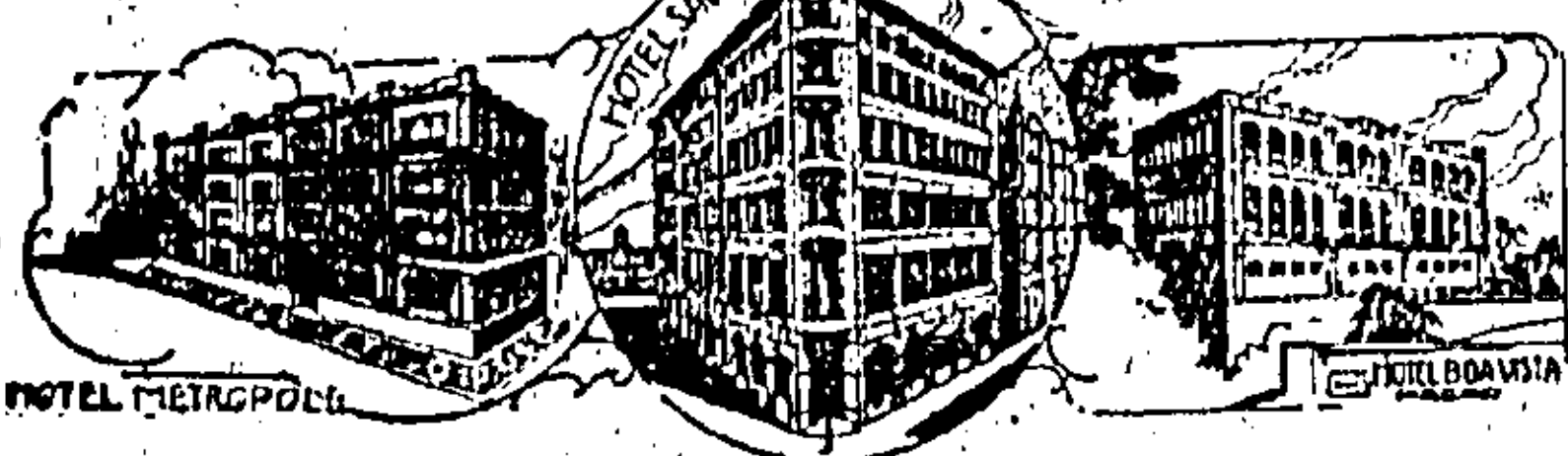
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Hotel launch meets all steamers.
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PALACE HOTEL.

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HONGKONG'S NEW
BANKNOTES.PUT INTO CIRCULATION THIS
MORNING.

Two new types of five-dollar and
ten-dollar bank notes were put
into circulation by the Hongkong
and Shanghai Bank this morning
and it is believed that this issue
will put a stop to the many for-
geries which have been detected in
notes of these values.

Both notes are considerably
smaller than the old ones, and
much stronger paper is used in
their manufacture. The design is
entirely different to the previous
notes, the same ideas that were
embodied in the new one-dollar
notes being incorporated. On
both the new notes there is a space
watermarked with the head and
shoulders of Britannia and also
the value of the notes, while the
number, in addition to being printed
on the front, is also printed on
all four corners at the back.

The new ten-dollar note is main-
ly blue in colour while the pre-
dominant colour of the five-dollar
note is brown.

FIRE ON J. C. J. L.
STEAMER.

(Continued from Page 1.)

Effective Action.

A draught of wind would have
made the fire spread rapidly, but
the prompt steps taken by the
Brigade, counteracted any possi-
bility of the fire assuming really
serious proportions.

The Tjikembang entered port
on March 28th with a cargo of
sugar, flour, etc., from Batavia.
She is a steamer of 8,013 gross
tonnage and is commanded by
Captain Schuttenburg. Her owners
are the Java-China-Japan-Lijn.
The ship was built in 1914 at
Flushing by the Kon. Matts de
Schelde and her port of registry is
Batavia. She is 493.6 feet long,
58.3 feet broad and 31.2 feet deep.
She is now lying at buoy A.27, but
at the moment of writing it is not
known when she will leave port
again.

THE AMOY BOYCOTT.

ONE-DAY STRIKE PASSES
QUIETLY.

A Chinese telegram from Shang-
hai states that the one-day strike
of Chinese in Amoy on Wednesday,
as a protest against the detention
of the anti-Japanese pickets, passed
off without any untoward in-
cident.

Shipping conditions returned to
normal on the following day, ex-
cept that no sampans went along-
side incoming Japanese steamers.
When the Deli Maru arrived in
port she was unable to discharge
her goods, while the Japanese
themselves did not attempt to un-
load.

At a meeting of the anti-Japan-
ese Society, Thursday it was
decided to prolong the boycott, but
the pickets at present remain in-
active.

MORE RAIN PREDICTED.

The Royal Observatory report
this morning states that the anti-
cyclone remains central over
North-East Japan. The depres-
sion, still lies over Indo-China.
Fresh monsoon may be expected
along the South-East coast of
China and over the northern por-
tion of the North China Sea. The
forecast up to noon to-morrow is:
—North-east winds, fresh; over-
cast, some rain.

Messrs. Hughes and Hough have
removed their auction rooms to the
basement of the French Bank
Building and their office to the
Bank of Canton Building.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—
1. In Dutch New Guinea, 2. English,
10,000,000; German, 10,000,000; Russian,
10,000,000; French, 70,000,000. 3. By tele-
phone message from a watch-house on Cherry
Garden Pier, to which upgoing steamers
signal their approach. 4. The Royal Arms
have no English supporters. Of the three
leopards (not lions) two come from Normandy
and the third from Guinevere. 5. A sup-
planted the Tudor dragon by the unicorn.
6. "Kiki-kiki-kiki." 7. The Eurasians, to
whose language Professor Thomas of
Bologna University, has found the key. 8.
Menahem, derived from the Russian word
for man, from the word for man. 9. The
majority. 10. The caterpillars from the South
of France. 11. The caterpillars (Hemiptera
or Coleoptera), which the British Museum
has just received from the Far East. 12. The
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has just received from the Far East. 13. The
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